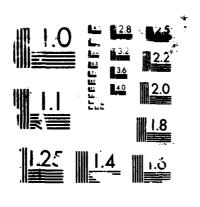
USERS MANUAL FOR FAA COST ALLOCATION MODEL(U) FEDERAL AVIATION ADMINISTRATION MASHINTTON DC OFFICE OF AVIATION POLICY AND PL ANS DE TAYLOR ET AL DEC 86 FAA-APO-87-16 F/G 5/3 /AD-A189 470 **171** UNCLASSIFIED NL



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Federal Aviation Administration

Office of Aviation Policy and Plans

Washington, D.C. 20591

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Users Manual for FAA Cost Allocation Model



FAA APO 27 16

December 1986

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Section 1.0

USERS MANUAL FOR THE COST ALLOCATION MODEL

The first section of this volume provides a brief overview of the model, and instructions on how to use. Subsequent sections describe each of the files in the model more specifically and document the databases used in assembling this model.

The final page of this section is a quick reference guide to the model.

1.1 Layout of Files

Figure 1.1 shows the layout of the cost allocation files. The files run sequentially from top to bottom. At the points indicated, the flow branches depending on the fiscal year being allocated. The files on the left of the page, specific to the period 1985 through 1992, are part of Future System I while their counterparts on the right-hand side of the page, for the 1993 through 1997 allocations, are in Future System II. The middle files are common to all allocation years. Future Systems I and II are shown as they would run linearly in Figure 1.2 and 1.3 respectively. In addition, these figures describe briefly the functions of the file groups in each system. As noted above, a more detailed description of each of these files and their functions can be found in Section 2.0 of this volume.

Figure 1.1

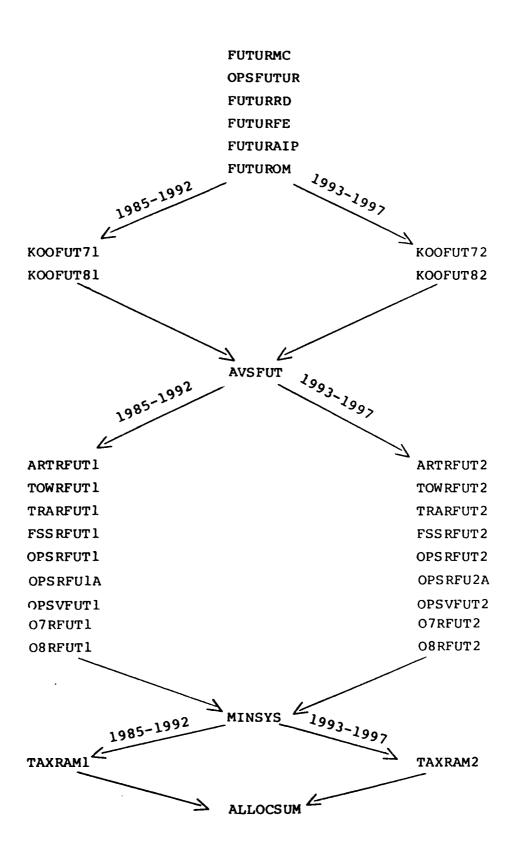


Figure 1.2

COST ALLOCATION FILES FUTURE SYSTEM 1 1985-1992

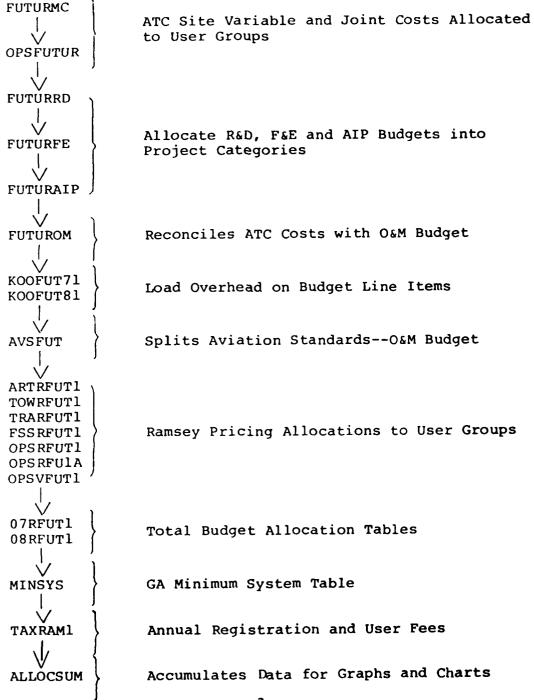
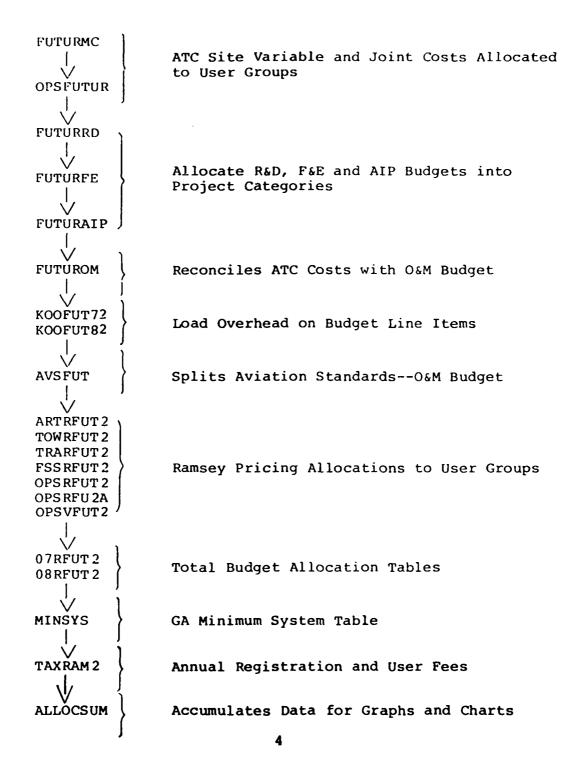


Figure 1.3

COST ALLOCATION FILES FUTURE SYSTEM 2 1993-1997



1.2 Controlling File

The model itself is controlled completely through the file FUTURMC. In this file one can select:

- o the starting year for the model;
- o the number of years the model will run; and,
- o a whole host of specific variables to be used in the model.

1.3 Variable Options

Table 1.1 lists all of these variables in the order they appear in FUTURMC. This table begins at cell Wl in that file. First, the user must select a beginning year for the model. In the table, it is 1985. In addition, he/she selects the number of years the model should run, in this case 12 years, which is the entire model through 1997. (Note: the model will never go beyond 1997). The remaining variables are grouped according to their relevant budget items, e.g., towers, ARTCCs, TRACONs, R&D, F&E, etc. To change a variable, one simply moves down to that cell and enters the new number. For instance, if one wishes to inflate TRACON costs by 5 percent rather than the 4.64 percent entered, simply move down to that cell, enter .05 and hit return.

1.4 Print Options

FUTURMC also determines what will be printed by the model.

Table 1.2 shows the various print options which begin at cell AC1 in FUTURMC. By moving to cell AD1, typing the selected print option and pressing return, one selects the files to be printed

Location: FUTURMC Cell: W1

Table 1.1

VARIABLE OPTIONS

SYSTEM VARIABLES			
67-Aug-66 BUDGET ITEM	FILE	VARIABLE	CETTING
PONOCI TIEN	FILE	WHITE	SETTING
	FUTURNC	FISCAL YEAR	1992
	FUTURNC	MULTIPLE YEAR OPTION (# YEARS)	1
OAN TOTAL BUOGET	FUTURON	OAN TOTAL 1985 BUDGET	\$2,699,888,688
	FUTURON	OAN TOTAL 1986 BUDGET	\$2,759,888,888
	FUTURON	OHM TOTAL 1987 BUDGET	\$2,814,600,000
	FUTURON	OAN TOTAL 1988 BUDGET	\$3,841,200,000
	FUTURON	OAN TOTAL 1989 BUDGET	\$3, 819, 2 00, 000
	FUTURON	OAN TOTAL 1990 BUDGET	\$3, 836, 38 0, 88 8
	FUTURON	OAN TOTAL 1991 BUDGET	\$3, 668, 200, 668
	FUTURON	OHN TOTAL 1992 BUDGET	\$3, 885, 200, 808
	FUTUROM	OWN INFLATION RATE 1993-97	4.64%
OAN ARTCC	FUTURNC	ARTCC INFLATION POST 1986	3.00%
	FUTURNC	ARTCC INFLATION 1991	4.64%
	FUTURNC	ARTCC INFLATION 1992	4.64%
	FUTURNC	ARTCC INFLATION POST 1992	4.64x
	FUTURNC	ARTCC NASP COMPL RATE 1986-92	14.30%
	OPSFUTUR	1992 TOTAL ARTCC HANDLES	46, 851, 998
	OPSFUTUR	1997 TOTAL ARTCC HANDLES	45, 300, 000
OAN TOMER	FUTURNC	TOWER INFLATION POST 1986	3.00%
	FUTURNC	TOWER INFLATION 1991	4.64%
	FUTURNC	TOWER INFLATION 1992	4.64%
	FUTURNC	TOMER INFLATION POST 1992	4.64%
	FUTURNC	TOWER NASP COMPL RATE 1986-92	14.30%
	OPSFUTUR	1992 AC OPS AT TOWERS	358,211
	OPSFUTUR	1992 CON OPS AT TOWERS	1,776,675
	OPSFUTUR	1992 GA OPS AT TOWERS	31,651,843
	OPSFUTUR	1992 MIL OPS AT TOWERS	903,658
	OPSFUTUR	1997 AC OPS AT TOWERS	344, 196
	OPSFUTUR	1997 COM OPS AT TOWERS	2,007,081
	OPSFUTUR	1997 GA OPS AT TOMERS	35,548,118
044 T0000H	OPSFUTUR	1997 MIL OPS AT TOWERS	922,283
OAN TRACON	FUTURNC	TRACON INFLATION POST 1986	3.00%
	FUTURNC	TRACON INFLATION 1991	4.64%
	FUTURNC	TRACON INFLATION 1992	4.64%
	FUTURNC	TRACON INFLATION POST 1992	4.64%
	FUTURNC	TRACON NASP COMPL RATE 1986-92	14.30%
	opsfutur opsfutur	1992 AC TSOS AT TRACONS 1992 COM TSOS AT TRACONS	12,585,108
•	OPSFUTUR	1992 GA TSOS AT TRACONS	6, 838, 565
	OPSFUTUR	1992 MIL TSOS AT TRACONS	33, 781, 399 3, 953, 817
	OPSFUTUR	1997 AC TSOS AT TRACONS	15,977,932
	OPSFUTUR	1997 COM TSOS AT TRACONS	8, 306, 686
	OPSFUTUR	1997 GA TSOS AT TRACONS	35, 585, 520
	OPSFUTUR	1997 MIL TSOS AT TRACONS	3,728,888
	OPSFUTUR	1992 AC OPS AT TRACONS	11,712,130
	OPSFUTUR	1992 CON OPS AT TRACONS	5, 586, 384
	OPSFUTUR	1992 GA OPS AT TRACONS	22, 455, 854
	OPSFLITUR	1992 MIL OPS AT TRACONS	1,625,542
			-1 and a ut

Table 1.1 (cont.)

VARIABLE OPTIONS

System variables			
07-Aug-86	1		
BUDGET ITEM	FILE	VARIABLE	SETTING
	OPSFUTUR	1997 AC OPS AT TRACONS	13, 445, 113
	OPSFUTUR	1997 COM OPS AT TRACONS	6,528, 6 53
	opsfutur	1997 GA OPS AT TRACONS	25,778,529
	opsfutur	1997 NIL OPS AT TRACONS	1,659,147
OHN FSS	FUTURNC	FSS INFLATION POST 1986	3.00%
	FUTURNC	FSS INFLATION 1991	4.64%
	FUTURNC	FSS INFLATION 1992	4.64%
	FUTURNC	FSS INFLATION POST 1992	4.64%
	FUTURNC	FSS NASP COMPL RATE 1986-92	14.30%
	OPSFUTUR	1992 TOTAL FSS SERVICES	37,599,674
	OPSFUTUR	1997 TOTAL FSS SERVICES	40, 508, 600
THIRM DIRVAN NAO	FUTURON	UNALLOC MAINT INFL RATE 1987-92	-8,624
	FUTURON	UNALLOC MAINT INFL RATE 1993-97	4.64%
OAN AVIATION STDS	FUTURON	AV STDS OAM INFL RATE 1987-98	3,00%
	FUTURON	AV STDS OAN INFL RATE 1991	4.64%
	FUTURON	AV STDS OLM INFL RATE 1992	4.64%
	FUTURON	AV STDS OLM INFL RATE 1993-97	4.64%
	FUTURON	AV STDS AV SEC INFL RATE 1987-98	3.00%
	FUTURON	AV STDS AV SEC INFL RATE 1991	4.64%
	FUTURON	AV STDS AV SEC INFL RATE 1992	4.64%
	FUTURON	AV STDS AV SEC INFL RATE 1993-97	4.64%
OAN OVERHEAD	FUTURON	TOMERS THAT FAIL PHASE II 1985	\$6,017,076
	FUTURON	TOW FAIL PHS II INFL RATE 1986-98	3.97\$
	FUTURON	TOW FAIL PHS II INFL RATE 1991	4,201
	FUTURON	TON FAIL PHS II INFL RATE 1992	_
	FUTURON	TOW FAIL PHS II INFL RATE 1993-97	4.38%
	FUTURON	WEATHER OBS 1986# BASE 1985	4.64%
	FUTURON	WEATHER OBS 1986\$ BASE 1986	\$11,215,788
	FUTURON	WEATHER OBS 1986\$ BASE 1988	\$11,608,341
	FUTURON	WEATHER ORS 19864 BASE 1989	\$12,677,786
	FUTURON	WEATHER OBS 1986\$ BASE 1998	\$13,351,713
	FUTURON		\$13,376,180
	FUTUROM	WEATHER DES 1986\$ BASE 1991	\$13,385,786
		WEATHER OBS 19864 BASE 1992	\$13,472,997
	FUTURON CLOSURON	WEATHER OBS INFL RATE 1987-1990	3. 66%
	FUTURON	WEATHER OBS INFL RATE 1991	4.64x
	FUTURON	VEATHER OBS INFL RATE 1992	4.64%
	FUTURON	WEATHER OBS INFL RATE 1993-1997	4.641
	FUTURON CLOSURON	TOWER SUBSIDY 1985-1988	\$795, 252
	FUTURON	CONTRACT TOWERS 1985	\$1,844,894
	FUTURON	CONTRACT TOWERS INFL RATE 1986-92	0.14%
	Futuron Futuron	CONTRACT TOWERS INFL RATE 1993-97	4.64%
	FUTURON	CIVILIANS AT MILITARY 1985	62, 88 9, 255
	FUTURON	CIVILIANS AT MILITARY 1986	\$2,879,579
	FUTURON	CIV AT MIL INFLATION RATE 1987-90	3.00%
	FUTURON	CIV AT MIL INFLATION RATE 1991	4.64%
	FUTURON	CIV AT MIL INFLATION RATE 1992	4.64%
	FUTURDH	CIV AT MIL INFLATION RATE 1993-97	4.641
	FUTURON	MILITARY COMMUNICATIONS 1985	\$1,729,775

Table 1.1 (cont.)

VARIABLE OPTIONS

SYSTEM VARIABLES	_		
67-Aug-86			
BUDGET ITEM	FILE	VARIABLE	SETTING
	FUTURON	NIL CON INFLATION RATE 1986-92	13. 0 6×
	FUTURON	NIL CON INFLATION RATE 1993-97	4.64%
RED BUDGET	FUTURRD	RED TOTAL 1985 BUDGET	\$265, 888, 888
	FUTURRD	RAD TOTAL 1986 BUDGET	\$198, 888, 888
	FUTURRD	RED TOTAL 1987 BUDGET	\$134,500,000
	FUTURRD	RED TOTAL 1988 BUDGET	\$214,888,888
	FUTURRD	RED TOTAL 1989 BUDGET	\$222, 000, 000
	FUTURRD	RED TOTAL 1990 BUDGET	\$229, 888, 888
	FUTURRD	RAD TOTAL 1991 BUDGET	\$237, 666, 666
	FUTURRD	RED TOTAL 1992 BUDGET	\$21 6, 666, 666
	FUTURRD	RED INFLATION POST 1992	4.64%
fae budget	futurfe	FEE DISCOUNT RATE	1 8. 00 7
	FUTURFE	FAE TOTAL 1986 BUDGET	\$95 0,00 0 (000)
	FUTURFE	F&E TOTAL 1987 BUDGET	\$872,500 (000)
	FUTURFE	FAE TOTAL 1988 BUDGET	\$1,414,600 (000)
	futurfe	FAE TOTAL 1989 BUDGET	\$1,414,600 (000)
	FUTURFE	F&E TOTAL 1990 BUDGET	\$1,414,580 (888)
	FUTURFE	F&E TOTAL 1991 BUDGET	\$1,414,688 (000)
	FUTURFE	F&E TOTAL 1992 BUDGET	\$1,414,600 (000)
	FUTURFE	F&E TOTAL 1993 BUDGET	\$1,414,688 (888)
	FUTURFE	FAE TOTAL 1994 BUDGET	\$1,414,600 (000)
	FUTURFE	FAE TOTAL 1995 BUDGET	\$1,414,688 (000)
	FUTURFE	FAE TOTAL 1996 BUDGET	\$1,414,688 (080)
	FUTURFE	F&E TOTAL 1997 BUDGET	\$1,414,600 (000)
	FUTURFE	F4E TOTAL 1998 BUDGET	\$1,414,600 (000)
	FUTURFE	F4E TOTAL 1999 BUDGET	\$1,414,688 (888)
	FUTURFE	FAE TOTAL 2000 BUDGET	\$1,414,688 (888)
	FUTURFE	FAE INFLATION RATE POST 1988	0.00%
	FUTURFE	FAE INFLATION RATE POST 1992	4.64%
AIP BUDGET	FUTURAIP	AIP TOTAL 1985 BUDGET	\$924, 737, 666
	FUTURAIP	AIP TOTAL 1986 BUDGET	\$885, 000, 000
	FUTURAIP	AIP TOTAL 1987 BUDGET	\$712 , 660, 660
	FUTURALP	AIP TOTAL 1988 BUDGET	1888, 880, 888
	FUTURATE	AIP INFLATION POST 1988	6. 66×
	FUTURATE	AIP ≠ PR GRANTS 1985-92	\$6.77¢
	FUTURATE	AIP ★ RL GRANTS 1985-92	14.10%
	FUTURATE	AIP x CS GRANTS 1985-92	8.661
	FUTURATE	AIP \$ 6A GRANTS 1985-92	29.471
	FUTURAIP	AIP INFLATION POST 1992	4.641
	FUTURAIP	RIP ★ PR GRANTS 1992-97	56.77\$
	FUTURATE	AIP * RL GRANTS 1992-97	14. 10%
	FUTURATE	AIP \$ CS GRANTS 1992-97	8.661
es actionities	FUTURATE	AIP \$ 6A GRANTS 1992-97	20.47%
ELASTICITIES	RANSEY FILES	AIR CARRIER DONESTIC ELASTICITY	1
	RANSEY FILES	AIR CARRIER INTL ELASTICITY	1
	RANSEY FILES	AIR CARRIER FREIGHT ELASTICITY	1
	RAMSEY FILES	COMMUTER ELASTICITY	1
	RAMSEY FILES	AIR TAXI ELASTICITY	1

Table 1.1 (cont.) VARIABLE OPTIONS

SYSTEM VARIABLES 67-Aug-8	5		
BUDGET ITEM	FILE	VARIABLE	SETTING
	RANSEY FILES	GENL AVIATION PISTON ELASTICITY	2
	RANSEY FILES	GENL AVIATION TURBO ELASTICITY	1
	RANSEY FILES	ROTOR ELASTICITY	1
	RANSEY FILES	GOVERNMENT ELASTICITY	1
	RANSEY FILES	NILITARY ELASTICITY	1
MINIMUM SYSTEM	FUTURNC	NIN SYS * TOMER JC GROW RATE	9, 90%
	FUTURNC	NIN SYS * TRACON JC GROW RATE	16.74±
	opsfutur	NIN GA \$ TOMER OPS GROW RATE	6.011
	OPSFUTUR	MIN GA \$ TRACON TSOS GROW RATE	4, 15%

Location: FUTURMC Cell: AD1

Table 1.2

PRINT OPTIONS

PRINT SELECT=	9
PRINT OPTIONS	SETTING
NOTHING	
ALLOCATION TABLES ONLY	1
KOOFUT + ALLOCATION TABLES	2
ALLOCATION TABLES + HINSYS + TAXRAM	3
KOOFUT + ALLOCATION TABLES + MINSYS + TAXRAM	4
ALLOCATION TABLES + VOL 1 TABLES	5
ALLOCATION TABLES + VOL 3 TABLES	6
ALLOCATION TABLES + VOL 1 + VOL 3 TABLES	7
ALLOCATION TABLES + VOL 1 + VOL 3 TABLES + TAXRAM	8
EVERYTHING	9
VOLUME 1 TABLES ONLY (INCLUDES MINSYS)	18
UNITIME 3 TOP: ES ONLY (INCLUDES DI TARLE)	11

Allocation Tables = Full cost allocations to ten user groups (e.g., Volume 1, Table 2.8.3.1).

KOOFUT = Overhead allocated to budget categories.

MINSYS = Minimun General Aviation allocation.

TAXRAM = Current taxes and recovery.

Volume 1 Tables = Tables from Volume 1 for year of interest.

Volume 3 Tables = Tables from Volume 3 for year of interest.

when the model runs. For example, in this case, the number nine is entered meaning that the model will print all tables.

1.5 Running the Model

Once all of these options have been selected and the user is prepared to proceed with the model, he/she must save FUTURMC with its new settings and then retrieve the file OPSFUTUR. The model will run automatically, beginning with the year selected and continuing for the number of years selected. If at any time one wishes to stop the model while it is running, press the control key and the break key simultaneously. The computer will beep and a flashing red flag will appear in the upper right-hand corner of the screen. This will disappear when escape is pressed. Under no circumstances should changes ever be made in any of the files in this model other than in the variable listing and print option sections of the FUTURMC file. Questions should be directed to Gellman Research Associates, Inc. (215) 884-7500.

1.6 Quick Reference

Finally, Table 1.3 is a summary of how to run this model.

Table 1.3

COST ALLOCATION MODEL COMMAND SUMMARY

Model is controlled in LOTUS 123 from FUTURMC.

To retrieve FUTURMC:

/FRFUTURMC {Return} {Control-Break} Once in file: {Esc}

Find variable options:

{F5} W1 {Return}

Select starting year:

Move to cell Z5, enter starting year {Return}

Select number of years to run:

Move to cell Z6, enter number of years {Return}

To change any other variable:

Using arrow keys, go to old variable setting, enter new setting {Return}

To print out new variable settings sorted by affected files:

{Alt}S [simultaneously]

To print out new variable settings as they appear in FUTURMC:

{Alt}R [simultaneously]

To select model print options (see Table 1.2):

{F5} ACl {Return}, move right one column.
enter desired print option {Return}

Saving FUTURMC (must always be saved):

/FS {Return} R

Starting model:

/FROPSFUTUR {Return}

To interrupt model:

{Control-Break} Once in file: {Esc}

Section 2.0

INDIVIDUAL FILES

This section summarizes the functions of the individual files within the model. Though it is useful to understand the functions each file performs, it is strongly urged that users do not change any of these files. Table 1.1 shows all of the model variables as they appear in FUTURMC. These are the only changes that should ever be made in the model. For each file there is a corresponding table of the variables in FUTURMC that control that specific file and which can be changed.

2.1 FUTURMC

This file controls the entire model, as shown in Section 1.0 of this volume. FUTURMC also performs a specific task within the model, and it is this specific task which is dealt with here.

This file takes as inputs the marginal costs estimated for ARTCCs, towers, TRACONs and FSSs. There are two sets of marginal costs:

- o FY1984 marginal costs were estimated based on actual activity and costs incurred by the FAA in that fiscal year.
- o FY1992 marginal costs were estimated based upon projections of activity and air traffic and airway facility labor costs for that fiscal year.

For any fiscal year covered by the model, two assumptions about the relevant marginal costs are made:

- o One pertaining to the effects of inflation.
- One pertaining to how quickly and over what time period the NASP will be completed.

For the period 1986 through 1990, labor rates are assumed to increase at an annual rate of 3.0 percent. From 1991 through 1997 the annual increase is 4.64 percent. (The effective annual inflation rate from 1986 through 1992 is 3.5 percent). This is consistent with the most recent Economic Report of the President.

Beginning in 1986, the NASP is assumed to be completed at a rate of 14.3 percent per year. At this rate, by the end of 1992, NASP will be completed. The effect of the NASP assumption is that new FY1992 technology is assumed to be in place and productive. Future marginal costs are then averaged in with the historic marginal cost in the model in order to project marginal costs for any given year. By 1992 and for all years thereafter, only future marginal costs are employed. For the period 1986 through 1991, a mixture of marginal costs are employed.

Also included in this file are the joint operating site costs. These correspond to the constant terms from the econometric cost functions calculated for this study. These costs are also assumed to grow at an annual effective inflation rate of 3.5 percent from 1986 through 1992 and 4.64 percent from 1993-1997. The annual rate of inflation for the period 1985 through 1986 is 3.5 percent.

Like the marginal cost, these joint site costs are subject to the NASP completion rate assumption. That is, new and old technologies (as reflected in the cost function) are blended for the period 1986 through 1991. The same 14.3 percent completion rate is assumed.

Also included in this file are assumptions concerning the percentage of joint tower and TRACON site costs attributable to the minimum general aviation allocation. This determination is made based upon the valuation of each tower and TRACON in terms of the FAA's establishment criteria.

Table 2.1 shows all of the variables that can be changed in FUTURMC, grouped according to budget items. As noted in Section 1.0, the first two variables control the running of the model itself. For each of the the ATC facilities, one can select inflation rates for 1987-1990, 1991, 1992, and 1993-1997 and NASP completion rates for 1986-1992. In addition, growth rates for the minimum system's percentage of tower and TRACON joint costs can be adjusted.

2.2 OPSFUTUR

This file derives measures of activity at all operating sites for the years 1985 through 1997. Once the activity measures are derived for the year of interest, they are multiplied by the marginal costs from the FUTURMC file in order to derive estimates on variable costs attributable to each user group. These variable costs, together with joint operating site costs are used in the Ramsey allocation files.

Table 2.1

FUTURMC

BUDGET ITEM	FILE	VARIABLE	SETTING
	FUTURNC	FISCAL YEAR	1992
	FUTURNC	MULTIPLE YEAR OPTION (4 YEARS)	1
DAM ARTCC	FUTURNC	ARTCC INFLATION POST 1986	3.00%
	FUTURNC	ARTCC INFLATION 1991	4.64×
	FUTURNO	ARTCC INFLATION 1992	4.64%
	FUTURNC	ARTCC INFLATION POST 1992	4.64%
	FUTURNC	ARTCC NASP COMPL RATE 1986-92	14.38%
DAM TOWER	FUTURNO	TOWER INFLATION POST 1986	3. 00 1
	FUTURNO	TOWER INFLATION 1991	4.641
	FUTURNO	TOMER INFLATION 1992	4.641
	FUTURNO	TOMER INFLATION POST 1992	4.64%
	FUTURNO	TOHER NASP COMPL RATE 1986-92	14.30×
DAN TRACON	FUTURAC	TRACON INFLATION POST 1986	3.66%
	FUTURNO	TRACON INFLATION 1991	4.64%
	FUTURAC	TRACON INFLATION 1992	4.64%
	FUTURMC	TRACON INFLATION POST 1992	4.64%
	FUTURXC	Tracon Nasp Compl Rate 1986-92	14.30%
O&M FSS	FUTURMC	FSS INFLATION POST 1986	3.00%
	FUTURNO	FSS INFLATION 1991	4.64%
	FUTURNO	FSS INFLATION 1992	4.64%
	FUTURNC	FSS INFLATION POST 1992	4. 64×
	FUTURNC	FSS NASP COMPL RATE 1986-92	14.30≭
MININUM SYSTEM	FUTURNO	NIN SYS * TOMER JC GROW RATE	9, 98%
	FUTURNO	MIN SYS & TRACON JC GROW RATE	16.74

The derivation of the activity measures is straightforward.

For the four types of ATC facilities, actual FAA activity

forecasts are entered for 1992 and 1997 and the model

extrapolates their growth rates evenly over the time periods:

- o 1985-1992,
- o 1993-1997.

The specific variables that can be changed for OPSFUTUR are listed in Table 2.2. For ARTCCs, total handles for 1992 and 1997 are entered directly. Annualized growth rates for 1985-1992 and 1993-1997 are calculated and applied to spread the activity growth evenly over the two time periods. Tower activity is measured in operations (ops). Ops are entered for 1992 and 1997 broken down into four categories:

- o AC (includes Air Carrier--Domestic, Air Carrier-International, and Air Carrier--Freight),
- o Com (Commuters),
- O GA (Air Taxis, General Aviation--Piston, General Aviation--Turbine, and Government),
- o MIL (Military).

Annual growth rates are calculated separately for each group for 1985-1992 and 1992-1997 and are used to spread the growth evenly over the time periods.

TRACON activity is measured by operations, seconds and overs (TSOs) and by operations only (ops). These activity measures are entered in the four categories for 1992 and 1997 and again the annualized growth rates for each individual category is applied evenly over the two time periods.

Table 2.2

OPSFUTUR

BUDGET ITEM	FILE	VARIABLE	SETTING
GEN ARTCC	OPSFUTUR	1992 TOTAL ARTCC HANDLES	40,851,998
	OPSFUTUR	1997 TOTAL ARTCC HANDLES	45, 300, 600
O&N TOMER	OPSFUTUR	1992 AC OPS AT TOWERS	358, 211
	OPSFUTUR	1992 COM OPS AT TOWERS	1,776,675
	OPSFUTUR	1992 GA OPS AT TOWERS	31,651,843
	OPSFUTUR	1992 MIL OPS AT TOMERS	903,658
	OPSFUTUR	1997 AC OPS AT TOWERS	344, 196
	OPSFUTUR	1997 COM OFS AT TOWERS	2,607,681
	OPSFUTUR	1997 GA OPS AT TOWERS	35, 548, 118
	OPSFUTUR	1997 MIL OPS AT TOWERS	922,283
DAN TRACON	o psfutur	1992 AC TSOS AT TRACONS	12,585,108
	OPSFUTUR	1992 COM TSOS AT TRACONS	6,830,565
	OPSFUTUR	1992 GA TSÜS AT TRACONS	33, 701, 399
	opsfutur	1992 MIL TSOS AT TRACONS	3,953,817
	OP SFUTUR	1997 AC TSOS AT TRACONS	15,977,932
	OPSFUTUR	1997 COM TSOS AT TRACONS	8, 386, 686
	opsfutur	1997 GA TSOS AT TRACONS	35, 585, 520
	OPSFUTUR	1997 HIL TSOS AT TRACONS	3, 728, 888
	OPSFUTUR	1992 AC OPS AT TRACONS	11,712,138
	OPSFUTUR	1932 COM DPS AT TRACONS	5,506,384
	OPSFUTUR	1992 GA OPS AT TRACONS	22,455,854
	opsfutur	1992 MIL OPS AT TRACONS	1,625,542
	opsfutur	1997 AC OPS AT TRACONS	13,445,113
	OPSFUTUR	1997 COM OPS AT TRACONS	6,528,053
	OP SFUTUR	1997 6A OPS AT TRACONS	25,778,529
	OPSFUTUR	1937 MIL OPS AT TRACOMS	1,659,147
OWN FSS	OPSFUTUR	1992 TOTAL FSS SERVICES	37, 599, 674
	OPSFUTUR	1997 TOTAL FSS SERVICES	40, 500, 000
MINIMUM SYSTEM	OPSFUTUR	MIN GA * TOWER OPS GROW RATE	5. 01%
	ÖPSFUTUR	MIN GA * TRACON TSOS GROW RATE	4.15%

FSS total services, like ARTCC handles, are simply entered for 1992 and 1997 with the growth spread evenly over 1985-1992 and 1993-1997. Finally, the percentage of tower operations and TRACON TSOs that are required by the minimum GA system are derived in OPSFUTUR and the rate at which those percentages can grow between 1985 and 1997 can be adjusted as desired.

2.3 FUTURRD

This file allocates current and future R&D budgets to the following project categories.

- air carriers projects,
- o general aviation projects,
- o projects for IFR users,
- o projects for all users.

In addition, the table identifies those R&D projects which would be allocated to the public sector if regulatory costs are also allocated to the public sector. These R&D projects are primarily environmental programs related to the regulatory functions of the agency.

As shown in Table 2.3, the user can enter specific total R&D budgets for each year between 1985 and 1992. For 1993 to 1997, the 1992 budget is inflated at an adjustable annual percentage (4.64 percent in the base case).

2.4 FUTURFE

This file presents the allocations of FAA F&E budgets for the period 1985 through 1997. The file first contains projected

Table 2.3

FUTURRD

BUDGET ITEM	FILE	VARIABLE	SETTING
R&D BUDGET	FUTURRO	RAD TOTAL 1985 BUDGET	\$265, 999, 99 8
	FUTURRD	RAD TOTAL 1986 BUDGET	\$190,000,000
	FUTURRD	R&D TOTAL 1987 BUDGET	\$134,500,000
	FUTURRD	RED TOTAL 1988 BUDGET	\$214,000,000
	FUTURRD	RAD TOTAL 1989 BUDGET	\$222, 800, 900
	FUTURRD	RED TOTAL 1998 BUDGET	\$229, 000, 006
	FUTURRD	RAD TOTAL 1991 BUDGET	\$237,800,600
	FUTURRO	RED TOTAL 1992 BUDGET	\$218,000,000
	FUTURRD	RED INFLATION POST 1992	4.64%

F&E budgets. These budgets are then discounted back to the year of interest and amortized over a 13 year period.

The file also distributes the F&E budgets into the following project categories:

- o air carriers projects,
- o general aviation projects,
- o projects for IFR users,
- o projects for all users,
- o projects in the public interest.

The result of the procedure is that F&E allocations are constant over the 1985-1997 time period. This evening of the F&E budget over time was necessary to ensure the user taxes would not have to change periodically in order to accommodate fluctuations in the F&E programs.

Table 2.4 shows that the user can alter the discount rate used in the F&E amortization. Projected F&E budgets are entered for all years from 1986 through 2000 (in thousands) for use in the amortization. In addition, F&E budgets can be inflated for the periods:

- o 1989-1992 (0.00 percent in base case),
- o 1993-1997 (4.64 percent in base case).

2.5 FUTURALP

This file shows the allocation of annual AIP funds to primary, reliever, commercial services and general aviation airports. The distribution is based on an analysis of a sample of airport grants for the years 1980, 1982, 1983 and 1984. The distribution among the airport types is constant over time.

Table 2.4

FUTURFE

BUDGET ITEM	FILE	VARIABLE	SETTING
FAE BUDGET	FUTURFE	FAE DISCOUNT RATE	18. 98 %
	FUTURFE	FAE TOTAL 1986 BUDGET	\$950,000 (000)
	FUTURFE	F&E TOTAL 1987 BUDGET	\$872,500 (000)
	FUTURFE	FAE TOTAL 1988 BUDGET	\$1,414,600 (000)
	FUTURFE	F#E TOTAL 1989 BUDGET	\$1,414,600 (000)
	FUTURFE	F&E TOTAL 1998 BUDGET	\$1,414,680 (888)
	FUTURFE	FAE TOTAL 1991 BUDGET	\$1,414,600 (000)
	FUTURFE	F4E TOTAL 1992 BUDGET	\$1,414,680 (808)
	FUTURFE	FAE TOTAL 1993 BUDGET	\$1,414,688 (688)
	FUTURFE	FAE TOTAL 1994 BUDGET	\$1,414,600 (000)
	FUTURFE	FAE TOTAL 1995 BUDGET	\$1,414,600 (000)
	FUTURFE	FAE TOTAL 1996 BUDGET	\$1,414,600 (000)
	FUTURFE	F4E TOTAL 1997 BUDGET	\$1,414,600 (000)
	FUTURFE	FAE TOTAL 1998 RUDGET	\$1,414,600 (000)
	FUTURFE	F&E TOTAL 1999 BUDGET	\$1,414,600 (000)
	FUTURFE	FAE TOTAL 2000 BUDGET	\$1,414,600 (000)
	FUTURFE	FAE INFLATION RATE POST 1988	8.00%
	FUTURFE	FAE INFLATION RATE POST 1992	4.64%

As illustrated in Table 2.5, the user can enter AIP total budgets for 1985 through 1988 and the growth rate of that 1988 budget from 1989-1992. The derived 1992 budget is then inflated by a selected rate (4.64 percent in the base case) for 1993-1997. In addition, the user can alter the distribution of the total AIP budget between the four airport types for the periods 1985-1992 and 1993-1997.

2.6 FUTUROM

This file disaggregates the current and future O&M budgets among FAA operations budget categories.

The total O&M budget is split among the following categories:

- o ATC site costs.
- Public interest costs such as towers that fail Phase
 II and weather observations in the public interest.
- Overhead items such as administrative support and central training.

The first two categories were analyzed in detail as part of the cost allocation project. That is, for each year there are estimated ATC site costs and public interest costs. The total from these two categories is then subtracted from the actual or projected FAA O&M budget. The residual is split among the overhead categories based upon actual overhead budgets in the year 1986.

This file also projects O&M budgets for the years 1993 through 1997. In the base case, these budgets are projected to

Table 2.5

FUTURAIP

BUDGET ITEM	FILE	VARIABLE	SETTING
AIP BUDGET	FUTURAIP	AIP TOTAL 1985 BUDGET	\$924,737, 9 00
	FUTURATE	AIP TOTAL 1986 BUDGET	\$885 , 000, 00 0
	FUTURATE	AIP TOTAL 1987 BUDGET	\$712, 000,00 0
	FUTURATE	AIP TOTAL 1988 BUDGET	\$800,000,000
	FUTURAIP	AIP INFLATION POST 1988	0.001
	FUTURATA	AIP ≠ PR GRANTS 1985-92	56.771
	FUTURALP	ALP * RL GRANTS 1985-92	14. 10%
	FUTURATE	AIP * CS GRANTS 1985-92	8.66%
	FUTURALP	AIP × GA GRANTS 1985-92	20. 47%
	FUTURAIP	AIP INFLATION POST 1992	4,64%
	FUTURAIP	AIP * PR GRANTS 1992-97	56.77%
	FUTURALP	AIP * RL GRANTS 1992-97	14.10%
	FUTURALP	AIP * CS GRANTS 1992-97	8.66×
	FUTURATE	AIP \$ 6A GRANTS 1992-97	28.47\$

increase from the 1992 budget at an annual rate of 4.64 percent per year.

Also included in this file are the assumptions concerning changes in specific O&M budget categories including: DC airports, aviation standards O&M, aviation standards security, towers that fail Phase II criteria, contract towers, subsidized towers, military installations, military communications and weather observations in the public interest. The assumptions are split into two time periods: 1985 through 1992, and 1993 through 1997.

The variables that the user can input into FUTUROM are listed by budget category in Table 2.6. Total O&M budgets for each year from 1985 through 1992 can be entered as well as the annual rate at which the 1992 O&M budget will grow for the period 1993-1997.

The user can also alter various growth rates for NAVAID maintenance and aviation standards. The 1986 NAVAID maintenance budget is inflated (or deflated as in the base case) by a fixed percentage for the years 1987 through 1992. The derived 1992 budget is then inflated by another percentage for 1993-1997. The two distinct portions of the aviation standards budget, aviation standards O&M and aviation standards safety, each provide for separate inflation rates for four time periods:

- o 1986-1990,
- o 1991,
- o 1992,
- o 1993-1997.

Table 2.6

FUTUROM

OAN TOTAL BUDGET	BUDGET ITEM	FILE	VARIABLE	SETTING
FUTURON DAN TOTRAL 1996 BUDGET 42, 759, 600, 600 FUTURON DAN TOTRAL 1997 BUDGET 42, 814, 600, 600 FUTURON DAN TOTRAL 1998 BUDGET 43, 613, 200, 600 FUTURON DAN TOTRAL 1998 BUDGET 43, 619, 200, 600 FUTURON DAN TOTRAL 1998 BUDGET 43, 602, 200, 600 FUTURON DAN TOTRAL 1998 BUDGET 53, 602, 200, 600 FUTURON DAN TOTRAL 1991 BUDGET 53, 602, 200, 600 FUTURON DAN TOTRAL 1991 BUDGET 53, 602, 200, 600 FUTURON DAN TOTRAL 1991 BUDGET 53, 602, 200, 600 FUTURON DAN TOTRAL 1991 BUDGET 53, 602, 200, 600 FUTURON DAN TOTRAL 1991 BUDGET 53, 602, 200, 600 FUTURON DAN TOTRAL 1991 BUDGET 53, 602, 200, 600 FUTURON DAN TOTRAL 1991 BUDGET 54, 642 FUTURON DAN TOTRAL 1991 BUDGET 54, 642 FUTURON DAN TOTRAL 1991 BUDGET 54, 642 FUTURON DAN TOTRAL 1991 BUDGET 64, 644 FUTURON DAN TOTRAL 1991 ALGAS FUTURON DAN TOTRAL PARTE 1993-97 ALGAS FUTURON DAN TOTRA BATE 1991 ALGAS FUTURON DAN TOTRA BATE 1992 ALGAS FUTURON DAN STOS DAN INFL RATE 1991 ALGAS FUTURON DAN STOS DAN SEC INFL RATE 1993-97 ALGAS FUTURON DAN STOS DAN SEC INFL RATE 1992 ALGAS FUTURON DAN STOS DAN SEC INFL RATE 1993-97 ALGAS FUTURON DAN STOS DAN SEC INFL RATE 1993-97 ALGAS FUTURON DAN FAIL PARS II INFL RATE 1993-97 ALGAS FUTURON DAN FAIL PARS II INFL RATE 1993-97 ALGAS FUTURON TOM FAIL PARS II INFL RATE 1993-97 ALGAS FUTURON TOM FAIL PARS II INFL RATE 1993-97 ALGAS FUTURON TOM FAIL PARS II INFL RATE 1993-97 ALGAS FUTURON MEATHER DOSS 1966 BASE 1996 S11,215,786 FUTURON MEATHER BOSS 1966 BASE 1996 S11,215,786 FUTURON MEATHER BOSS 1966 BASE 1995 S11,215,780 FUTURON MEATHER BOSS 1966 BASE 1995 S11,215,780 FUTURON MEATHER BOSS 1966 BASE 1999 S13,376, 188 FUTURON MEATHER BOSS 1966 BASE 1999 S13,376, 188 FUTURON MEATHER BOSS 1966 BASE 1999 S13,376, 188 FUTURON MEATHER BOSS 1974 RATE 1993-97 ALGAS FUTURON CONTRACT TOMERS 1985 S1	OAN TOTAL BUDGET	FUTURON	ON TOTAL 1985 BUDGET	62, 699, 880, 880
FUTURION OAN TOTAL 1987 BUDGET \$2,814,600,000 FUTURION OAN TOTAL 1988 BUDGET \$3,041,200,000 FUTURION OAN TOTAL 1999 BUDGET \$3,043,200,000 FUTURION OAN TOTAL 1999 BUDGET \$3,003,200,000 FUTURION OAN TOTAL 1991 BUDGET \$3,003,200,000 FUTURION OAN TOTAL 1992 BUDGET \$3,003,200,000 FUTURION OAN STOS OAN INFL RATE 1997-90 \$3.00% FUTURION OAN STOS OAN INFL RATE 1993-97 \$4.64% FUTURION OAN STOS OAN INFL RATE 1993-97 \$4.64% FUTURION OAN STOS OAN SEC INFL RATE 1991 \$4.64% FUTURION OAN STOS OAN SEC INFL RATE 1992 \$4.64% FUTURION OAN STOS OAN SEC INFL RATE 1992 \$4.64% FUTURION OAN STOS OAN SEC INFL RATE 1993-97 \$4.64% FUTURION OAN STOS OAN SEC INFL RATE 1993-97 \$4.64% FUTURION OAN STOS OAN SEC INFL RATE 1993-97 \$4.64% FUTURION TOWERS THAT FAIL PARSE II 1995 \$6,017,076 FUTURION TOWERS THAT FAIL PARSE II 1995 \$6,017,076 FUTURION TOWERS THAT FAIL PARSE II 1995 \$4,04%,04% FUTURION TOW FAIL PAS II INFL RATE 1993-97 \$4.64% FUTURION WEATHER 0BS 19064 BASE 1999 \$13,351,713 \$4.64% FUTURION WEATHER 0BS 19064 BASE 1990 \$13,351,713 \$13,003,706 FUTURION WEATHER 0BS 19064 BASE 1999 \$13,351,713 \$10,003 FUTURION WEATHER 0BS 19064 BASE 1999 \$13,351,713 \$10,003 FUTURION WEATHER 0BS 19064 BASE 1999 \$13,372,997 \$4.64% FUTURION WEATHER 0BS 19064 BASE 1999 \$13,372,997 \$4.64% FUTURION WEATHER 0BS 19064 BASE 1999 \$13,372,997 \$4.64% FUTURION WEATHER 0BS 19064 BASE 1999 \$13,375,100 \$10,003 FUTURION WEATHER 0BS 19064 BASE 1999 \$13,372,997 \$4.64% FUTURION WEATHER 0BS 1906		FUTURON	OAK TOTAL 1986 BUDGET	• • •
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FUTUROM CHA TOTAL 1991 BUDGET 93, 606, 200, 600 FUTUROM CHA TOTAL 1991 BUDGET 93, 606, 200, 600 FUTUROM CHA TOTAL 1992 BUDGET 93, 605, 200, 600 FUTUROM CHAINT INFL RATE 1993-97 CHAIN MAYAID MAINT FUTUROM UMALLOC MAINT INFL RATE 1987-92 FUTUROM CHAINT INFL RATE 1993-97 A. 6.615 CHAIN RAYIATION STDS FUTUROM AV STDS CHAINT INFL RATE 1993-97 FUTUROM AV STDS CHAINFL RATE 1993-97 FUTUROM AV STDS CHAINFL RATE 1992-97 FUTUROM AV STDS AV SEC INFL RATE 1991 A. 6.615 FUTUROM AV STDS AV SEC INFL RATE 1992-97 FUTUROM AV STDS AV SEC INFL RATE 1992 A. 6.615 FUTUROM AV STDS AV SEC INFL RATE 1992 A. 6.616 FUTUROM AV STDS AV SEC INFL RATE 1992 A. 6.617 FUTUROM AV STDS AV SEC INFL RATE 1992 A. 6.617 FUTUROM TOMEST THAT FAIL PHASE II 1985 FUTUROM TOM FAIL PHS II INFL RATE 1992 A. 6.617,076 FUTUROM TOM FAIL PHS II INFL RATE 1993-97 FUTUROM TOM FAIL PHS II INFL RATE 1991 A. 6.617 FUTUROM MEATHER OBS 19869 BRSE 1985 FUTUROM MEATHER OBS 19869 BRSE 1985 FUTUROM MEATHER OBS 19869 BRSE 1986 FUTUROM MEATHER OBS 19869 BRSE 1980 FUTUROM MEATHER OBS 19869 BRSE 1990 FUTUROM MEATHER OBS 19869 FUTUROM MEATHER 1987-1990 FUT		FUTURON	OAM TOTAL 1988 BUDGET	
FUTUROM ORN TOTAL 1992 BUDGET 93, 060, 200, 000 FUTUROM ORN TOTAL 1992 BUDGET 93, 065, 200, 000 FUTUROM ORN INFLATION RATE 1993-97 4.64x ORN REVAIL OF THE PROPERTY OF THE PR		FUTURON	OAN TOTAL 1989 BUDGET	
FUTUROM ORAN TOTAL 1992 BUDGET 63, 665, 260, 600 FUTUROM ORAN INFLATION RATE 1993-97 4, 645 ORAN MAYARD MAINT FUTUROM UNALLOC MAINT INFL RATE 1987-92 -6.625 FUTUROM WAS STOS ORAN INFL RATE 1987-90 3, 605 FUTUROM AV STOS ORAN INFL RATE 1987-90 3, 605 FUTUROM AV STOS ORAN INFL RATE 1991 4, 645 FUTUROM AV STOS ORAN INFL RATE 1992 4, 645 FUTUROM AV STOS ORAN INFL RATE 1991 4, 645 FUTUROM AV STOS ORAN INFL RATE 1991 4, 645 FUTUROM AV STOS AV SEC INFL RATE 1991 4, 645 FUTUROM AV STOS AV SEC INFL RATE 1991 4, 645 FUTUROM AV STOS AV SEC INFL RATE 1992 4, 645 FUTUROM AV STOS AV SEC INFL RATE 1992 4, 645 FUTUROM AV STOS AV SEC INFL RATE 1992 4, 645 FUTUROM AV STOS AV SEC INFL RATE 1992 4, 645 FUTUROM TOM FAIL PHS II INFL RATE 1992 4, 645 FUTUROM TOM FAIL PHS II INFL RATE 1992 4, 365 FUTUROM TOM FAIL PHS II INFL RATE 1993-97 4, 644 FUTUROM TOM FAIL PHS II INFL RATE 1991 4, 264 FUTUROM MEATHER 085 1986 BASE 1985 511, 215, 788 FUTUROM MEATHER 085 1986 BASE 1985 511, 215, 788 FUTUROM MEATHER 085 1986 BASE 1986 511, 668, 341 FUTUROM MEATHER 085 1986 BASE 1989 513, 351, 713 FUTUROM MEATHER 085 1986 BASE 1990 513, 3576, 188 FUTUROM MEATHER 085 1986 BASE 1990 513, 351, 713 FUTUROM MEATHER 085 1986 BASE 1990 513, 3576, 188 FUTUROM MEATHER 085 1986 BASE 1990 513, 3576, 188 FUTUROM MEATHER 085 1986 BASE 1990 513, 376, 188 FUTUROM MEATHER 085 1986 BASE 1990 513, 376, 188 FUTUROM MEATHER 085 1986 BASE 1990 513, 376, 188 FUTUROM MEATHER 085 1986 BASE 1990 513, 376, 188 FUTUROM MEATHER 085 1986 BASE 1990 513, 376, 188 FUTUROM MEATHER 085 1986 BASE 1990 513, 376, 188 FUTUROM MEATHER 085 1986 BASE 1990 513, 376, 188 FUTUROM MEATHER 085 1986 BASE 1990 513, 376, 188 FUTUROM MEATHER 085 1986 BASE 1990 513, 376, 188 FUTUROM MEATHER 085 1986 BASE 1991 513, 376, 188 FUTUROM MEATHER 085 1986 BASE 1991 513, 376, 188 FUTUROM CONTRACT TOMERS INFL RATE 1993-1977 4, 644 FUTUROM CONTRACT TOMERS INFL RATE 1993-97 4, 644 FUTUROM CONTRACT TOMERS INFL RATE 1993-97 4, 644 FUTUROM CIV AT MIL INFLATION RATE 1993 51, 464, 694 FUTUROM CIV AT MIL INFLATION RAT		FUTURON	DAM TOTAL 1990 BUDGET	\$3, 836, 300, 000
OAM NAVAID MAINT FUTUROM UNDALLOC MAINT INFL RATE 1987-92 -8.625 FUTUROM UNDALLOC MAINT INFL RATE 1987-92 -8.625 FUTUROM WAS STOS DAM INFL RATE 1993-97 -8.645 FUTUROM RV STOS DAM INFL RATE 1991 -8.645 FUTUROM RV STOS DAM INFL RATE 1992 -8.645 FUTUROM RV STOS DAM INFL RATE 1993-97 -8.665 FUTUROM RV STOS RV SEC INFL RATE 1993-97 -8.665 FUTUROM RV STOS RV SEC INFL RATE 1992 -8.645 FUTUROM RV STOS RV SEC INFL RATE 1992 -8.645 FUTUROM RV STOS RV SEC INFL RATE 1992 -8.645 FUTUROM RV STOS RV SEC INFL RATE 1992 -8.365 FUTUROM TOMERS THAT FAIL PHASE II 1995 -86,017,076 FUTUROM TOM FAIL PHS II INFL RATE 1991 -8.205 FUTUROM TOM FAIL PHS II INFL RATE 1991 -8.205 FUTUROM TOM FAIL PHS II INFL RATE 1991 -8.205 FUTUROM MEATHER DBS 19868 BRSE 1985 -811,215,788 FUTUROM MEATHER DBS 19868 BRSE 1985 -811,215,788 FUTUROM MEATHER DBS 19868 BRSE 1986 -811,688,341 FUTUROM MEATHER DBS 19868 BRSE 1989 -913,351,713 FUTUROM MEATHER DBS 19868 BRSE 1990 -913,351,713 FUTUROM MEATHER DBS 19868 BRSE 1990 -913,351,713 FUTUROM MEATHER DBS 19868 BRSE 1990 -913,351,716 FUTUROM MEATHER DBS 19868 BRSE 1990 -913,351,716 FUTUROM MEATHER DBS 19868 BRSE 1991 -913,351,716 FUTUROM MEATHER DBS 19868 BRSE 1991 -913,355,766 FUTUROM MEATHER DBS INFL RATE 1993-97 -8.641 FUTUROM MEATHER DBS INFL RATE 1993-97 -9.664 FUTUROM MEATHER DBS INFL RATE 1993-97 -9.664 FUTUROM MEATHER DBS INFL RATE 1993-97 -9.664 FUTUROM CONTRACT TOMERS INFL RATE 1993-97 -9.664 FUTUROM CIVILIANS AT INLITRATY 1985 -9.62, 87, 95, 759, 759 FUTUROM CIVILIANS AT INLITRATY 1985 -9.62, 87, 95, 759 FUTUROM CIVILIANS AT INLITRATY 1985 -9.62, 87, 95, 759 FUTUROM CIVILIANS AT INLITRATION RATE 1993-97 -9.664 FUTUROM CIVILIANS AT INLITRATION RATE 1993-97 -9.664 FUTUROM CIVILIANS AT INLITRATIO		FUTURON	OAN TOTAL 1991 BUDGET	\$3,060,200,000
OAM NAVAID NAINT FUTURON		FUTUROM	OAN TOTAL 1992 BUDGET	63, 065, 200, 000
FUTUROM		FUTURON	OAN INFLATION RATE 1993-97	4,64%
DUAN AVIATION STDS FUTUROM	THIRM DIRVAR NAO	FUTURON	UNALLOC MAINT INFL RATE 1987-92	-8.624
FUTUROM RV STDS ORM INFL RATE 1991 4.64% FUTUROM RV STDS ORM INFL RATE 1992 4.64% FUTUROM RV STDS ORM INFL RATE 1993-97 4.64% FUTUROM RV STDS RV SEC INFL RATE 1997-90 3.00% FUTUROM RV STDS RV SEC INFL RATE 1991 4.64% FUTUROM RV STDS RV SEC INFL RATE 1992 4.64% FUTUROM RV STDS RV SEC INFL RATE 1992 4.64% FUTUROM RV STDS RV SEC INFL RATE 1992 4.64% FUTUROM TOWERS THAT FAIL PASSE II 1985 96,017,076 FUTUROM TOW FAIL PAS II INFL RATE 1993-97 4.64% FUTUROM TOW FAIL PAS II INFL RATE 1992 4.38% FUTUROM TOW FAIL PAS II INFL RATE 1992 4.38% FUTUROM TOW FAIL PAS II INFL RATE 1992 4.38% FUTUROM MEATHER OBS 19866 BASE 1985 \$11,215,788 FUTUROM MEATHER OBS 19866 BASE 1986 \$11,680,341 FUTUROM MEATHER OBS 19866 BASE 1989 \$13,351,713 FUTUROM MEATHER OBS 19868 BASE 1999 \$13,351,713 FUTUROM MEATHER OBS 19868 BASE 1999 \$13,376,188 FUTUROM MEATHER OBS 19868 BASE 1990 \$13,376,188 FUTUROM MEATHER OBS 19868 BASE 1991 \$13,357,766 FUTUROM MEATHER OBS 19868 BASE 1992 \$13,472,997 FUTUROM MEATHER OBS 19868 BASE 1999 \$13,4064 FUTUROM MEATHER OBS 19868 BASE 1999 \$13,4064 FUTUROM MEATHER OBS 19868 BASE 1999 \$13,407,997 FUTUROM MEATHER OBS 19868 BASE 1991 \$13,407,997 FUTUROM MEATHER OBS 19868 BASE 1992 \$13,407,997 FUTUROM MEATHER OBS 19868 BASE 1992 \$13,407,997 FUTUROM CONTRACT TOWERS 1881 RATE 1993-1997 \$4.644 FUTUROM CONTRACT TOWERS 1881 RATE 1993-97 FUTUROM CONTRACT TOWERS 1881 RATE 1993-97 FUTUROM CONTRACT TOWERS 1881 RATE 1993-97 FUTUROM CIVILIANS AT MILITARY 1986 \$2,009,255 FUTUROM CIVILIANS AT MILITARY 1986 \$2,009,255 FUTUROM CIVILIANS AT MILITARY 1986 \$2,009,555 FUTUROM CIV AT MIL INFLATION RATE 1992 \$4.644 FUTUROM CIV AT MIL INFLATION RATE 1993-97 FUTUROM CIV AT MIL INFLATION RATE 1		FUTURON	UNALLOC MAINT INFL RATE 1993-97	4.64%
FUTUROM RV STDS OLM INFL RATE 1992 4.64% FUTUROM RV STDS OLM INFL RATE 1993-97 4.64% FUTUROM RV STDS RV SEC INFL RATE 1997-90 3.00% FUTUROM RV STDS RV SEC INFL RATE 1991 4.64% FUTUROM RV STDS RV SEC INFL RATE 1992 4.64% FUTUROM RV STDS RV SEC INFL RATE 1992 4.64% FUTUROM RV STDS RV SEC INFL RATE 1993-97 4.64% FUTUROM TOMERS THAT FAIL PHASE II 1985 56,017,076 FUTUROM TOM FAIL PHS II INFL RATE 1993-97 4.64% FUTUROM TOM FAIL PHS II INFL RATE 1992 4.30% FUTUROM TOM FAIL PHS II INFL RATE 1992 4.30% FUTUROM TOM FAIL PHS II INFL RATE 1992 4.30% FUTUROM MEATHER OBS 1986% BASE 1985 511,215,788 FUTUROM MEATHER OBS 1986% BASE 1986 511,600,341 FUTUROM MEATHER OBS 1986% BASE 1989 513,351,713 FUTUROM MEATHER OBS 1986% BASE 1999 513,351,713 FUTUROM MEATHER OBS 1986% BASE 1999 513,351,713 FUTUROM MEATHER OBS 1986% BASE 1990 513,3576,180 FUTUROM MEATHER OBS 1986% BASE 1990 513,357,6180 FUTUROM MEATHER OBS 1986% BASE 1990 513,376,180 FUTUROM MEATHER OBS 1986% BASE 1990 513,472,997 FUTUROM CONTRACT TOMERS 1867 592 51,464,094 FUTUROM CONTRACT TOMERS 18FL RATE 1993-97 6.64% FUTUROM CONTRACT TOMERS 18FL RATE 1993-97 6.64% FUTUROM CIVILIANS AT NILITARY 1986 52,099,255 FUTUROM CIVILIANS AT NILITARY 1986 52,099,555 FUTUROM CIV AT NILI INFLATION RATE 1992 6.64% FUTUROM CIV AT NILI INFLATION RATE 1992 6.64% FUTUROM CIV AT NILI INFLATION RATE 1993-97 F	DAM AVIATION STDS	FUTURON	AV STDS DAM INFL RATE 1987-90	3.00%
FUTUROM AV STDS AV SEC INFL RATE 1993-97 4.64× FUTUROM AV STDS AV SEC INFL RATE 1991 3.00× FUTUROM AV STDS AV SEC INFL RATE 1991 4.64× FUTUROM AV STDS AV SEC INFL RATE 1992 4.64× FUTUROM AV STDS AV SEC INFL RATE 1992 4.64× FUTUROM TOMES THAT FAIL PHASE II 1985 \$6,017,076 FUTUROM TOMES THAT FAIL PHASE II 1985 \$6,017,076 FUTUROM TOM FAIL PHS II INFL RATE 1996-90 3.97× FUTUROM TOM FAIL PHS II INFL RATE 1991 4.20× FUTUROM TOM FAIL PHS II INFL RATE 1991 4.20× FUTUROM TOM FAIL PHS II INFL RATE 1992 4.30× FUTUROM MEATHER OBS 1986* BASE 1995 \$11,215,788 FUTUROM MEATHER OBS 1986* BASE 1985 \$11,215,788 FUTUROM MEATHER OBS 1986* BASE 1986 \$11,600,341 FUTUROM MEATHER OBS 1986* BASE 1989 \$13,351,713 FUTUROM MEATHER OBS 1986* BASE 1999 \$13,351,713 FUTUROM MEATHER OBS 1986* BASE 1999 \$13,357,180 FUTUROM MEATHER OBS 1986* BASE 1991 \$13,376,180 FUTUROM MEATHER OBS 1986* BASE 1992 \$13,472,997 FUTUROM MEATHER OBS 1986* BASE 1992 \$13,472,997 FUTUROM MEATHER OBS 1986* BASE 1991 \$13,305,706 FUTUROM MEATHER OBS 1986* BASE 1991 \$13,305,706 FUTUROM MEATHER OBS 1986* BASE 1992 \$13,472,997 FUTUROM MEATHER OBS 1986* BASE 1991 \$13,000,700 FUTUROM MEATHER OBS 1981 BASE 1991 \$1,000,700 FUTUROM CONTRACT TOMERS 1985 \$1,000,900,900,900,900,900,900,900 FUTUROM CIVILIANS AT MILITARY 1985 \$2,000,900,500 FUTUROM CIVILIAN		FUTUROM		4.64%
FUTUROM AV STDS AV SEC INFL RATE 1987-90 3.00% FUTUROM AV STDS AV SEC INFL RATE 1991 4.64% FUTUROM AV STDS AV SEC INFL RATE 1992 4.64% FUTUROM AV STDS AV SEC INFL RATE 1993-97 4.64% FUTUROM TOM STDS AV SEC INFL RATE 1993-97 4.66% FUTUROM TOM FAIL PHS II INFL RATE 1986-90 3.97% FUTUROM TOM FAIL PHS II INFL RATE 1996-90 3.97% FUTUROM TOM FAIL PHS II INFL RATE 1991 4.20% FUTUROM TOM FAIL PHS II INFL RATE 1992 4.38% FUTUROM TOM FAIL PHS II INFL RATE 1992 4.38% FUTUROM MEATHER OBS 19868 BASE 1985 \$11,215,788 FUTUROM MEATHER OBS 19868 BASE 1985 \$11,688,341 FUTUROM MEATHER OBS 19868 BASE 1986 \$11,688,341 FUTUROM MEATHER OBS 19868 BASE 1989 \$13,357,713 FUTUROM MEATHER OBS 19868 BASE 1999 \$13,351,713 FUTUROM MEATHER OBS 19868 BASE 1999 \$13,357,786 FUTUROM MEATHER OBS 19868 BASE 1991 \$13,305,786 FUTUROM MEATHER OBS 19868 BASE 1991 \$13,365,786 FUTUROM MEATHER OBS 19868 BASE 1991 \$13,472,997 FUTUROM MEATHER OBS INFL RATE 1997-1990 3.00% FUTUROM MEATHER OBS INFL RATE 1991 4.64% FUTUROM MEATHER OBS INFL RATE 1991 4.64% FUTUROM CONTRACT TOMERS INFL RATE 1993-1997 4.64% FUTUROM CONTRACT TOMERS INFL RATE 1993-97 FUTUROM CONTRACT TOMERS INFL RATE 1993-97 FUTUROM CONTRACT TOMERS INFL RATE 1993-97 FUTUROM CIVILIANS AT NILLITARY 1985 \$2,009,255 FUTUROM CIVILIANS AT NILLITARY 1985 \$2,009,255 FUTUROM CIV AT NIL INFLATION RATE 1991 4.64% FUTUROM CIV AT NIL INFLATION RATE 1993-97 FUTUROM CIV AT NIL INFLATION RATE 1991 4.64% FUTUROM CIV AT NIL INFLATION RATE 1993-97 FUTUROM CIV AT NIL INFLATION RATE 1993		FUTURON	AV STDS OAH INFL RATE 1992	4.64%
FUTUROM AV STDS AV SEC INFL RATE 1991 4.64% FUTUROM AV STDS AV SEC INFL RATE 1992 4.64% FUTUROM AV STDS AV SEC INFL RATE 1993-97 4.64% DAM OVERHEAD FUTUROM TOMERS THAT FAIL PHASE II 1985 \$6,017,076 FUTUROM TOM FAIL PHS II INFL RATE 1986-90 3.97% FUTUROM TOM FAIL PHS II INFL RATE 1991 4.20% FUTUROM TOM FAIL PHS II INFL RATE 1991 4.20% FUTUROM TOM FAIL PHS II INFL RATE 1992 4.30% FUTUROM MEATHER 0BS 19868 BASE 1985 \$11,215,788 FUTUROM MEATHER 0BS 19868 BASE 1985 \$11,215,788 FUTUROM MEATHER 0BS 19868 BASE 1986 \$12,677,706 FUTUROM MEATHER 0BS 19868 BASE 1988 \$12,677,706 FUTUROM MEATHER 0BS 19868 BASE 1989 \$13,351,713 FUTUROM MEATHER 0BS 19868 BASE 1999 \$13,376,180 FUTUROM MEATHER 0BS 19868 BASE 1991 \$13,365,706 FUTUROM MEATHER 0BS 19868 BASE 1992 \$13,472,997 FUTUROM MEATHER 0BS 18FL RATE 1992 \$13,472,997 FUTUROM MEATHER 0BS INFL RATE 1991 4.64% FUTUROM MEATHER 0BS INFL RATE 1991 4.64% FUTUROM MEATHER 0BS INFL RATE 1993-1997 4.64% FUTUROM MEATHER 0BS INFL RATE 1993-1997 4.64% FUTUROM CONTRACT TOMERS 1985 \$1,044,094 FUTUROM CONTRACT TOMERS 1985 \$1,044,094 FUTUROM CONTRACT TOMERS 1985 \$1,044,094 FUTUROM CONTRACT TOMERS 1985 \$2,099,255 FUTUROM CIV AT MIL INFLATION RATE 1993-97 FUTUROM CIV AT MIL INFLATION RATE 1991 3.00% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97		FUTURON	AV STDS OAM INFL RATE 1993-97	4.64%
FUTUROM AV STDS AV SEC INFL RATE 1992 4.64% FUTUROM AV STDS AV SEC INFL RATE 1993-97 4.64% OUM OVERHEAD FUTUROM TOMERS THAT FAIL PHASE II 1985 \$6,017,076 FUTUROM TOM FAIL PHS II INFL RATE 1986-90 3.97% FUTUROM TOM FAIL PHS II INFL RATE 1991 4.20% FUTUROM TOM FAIL PHS II INFL RATE 1991 4.20% FUTUROM TOM FAIL PHS II INFL RATE 1992 4.38% FUTUROM HEATHER OBS 19868 BASE 1985 \$11,215,788 FUTUROM MEATHER OBS 19868 BASE 1985 \$11,215,788 FUTUROM MEATHER OBS 19868 BASE 1986 \$11,608,341 FUTUROM MEATHER OBS 19868 BASE 1988 \$12,677,766 FUTUROM MEATHER OBS 19868 BASE 1989 \$13,351,713 FUTUROM MEATHER OBS 19868 BASE 1999 \$13,351,713 FUTUROM MEATHER OBS 19868 BASE 1999 \$13,376,188 FUTUROM MEATHER OBS 19868 BASE 1991 \$13,365,766 FUTUROM MEATHER OBS 19868 BASE 1992 \$13,472,997 FUTUROM MEATHER OBS INFL RATE 1987-1990 3.00% FUTUROM MEATHER OBS INFL RATE 1987-1990 3.00% FUTUROM MEATHER OBS INFL RATE 1992 4.64% FUTUROM MEATHER OBS INFL RATE 1993-1997 4.64% FUTUROM MEATHER OBS INFL RATE 1993-1997 4.64% FUTUROM CONTRACT TOMERS 1985 \$1,044,094 FUTUROM CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64%		FUTURON	AV STDS AV SEC INFL RATE 1987-90	3.00≴
FUTUROM		FUTUROM	AV STDS AV SEC INFL RATE 1991	4.64%
DAM OVERHEAD		FUTURON	AV STDS AV SEC INFL RATE 1992	4.64%
FUTUROM TOW FAIL PHS II INFL RATE 1986-90 3.97% FUTUROM TOW FAIL PHS II INFL RATE 1991 4.20% FUTUROM TOW FAIL PHS II INFL RATE 1992 4.38% FUTUROM TOW FAIL PHS II INFL RATE 1992 4.64% FUTUROM MEATHER OBS 19868 BASE 1985 \$11,215,788 FUTUROM MEATHER OBS 19868 BASE 1986 \$11,688,341 FUTUROM MEATHER OBS 19868 BASE 1988 \$12,677,766 FUTUROM MEATHER OBS 19868 BASE 1989 \$13,351,713 FUTUROM MEATHER OBS 19868 BASE 1999 \$13,376,188 FUTUROM MEATHER OBS 19868 BASE 1999 \$13,376,188 FUTUROM MEATHER OBS 19868 BASE 1990 \$13,376,188 FUTUROM MEATHER OBS 19868 BASE 1991 \$13,365,706 FUTUROM MEATHER OBS 19868 BASE 1992 \$13,472,997 FUTUROM MEATHER OBS INFL RATE 1987-1990 3.00% FUTUROM MEATHER OBS INFL RATE 1987-1990 4.64% FUTUROM MEATHER OBS INFL RATE 1991 4.64% FUTUROM MEATHER OBS INFL RATE 1993-1997 4.64% FUTUROM MEATHER OBS INFL RATE 1993-1997 4.64% FUTUROM CONTRACT TOMERS 1985 \$1,044,094 FUTUROM CONTRACT TOMERS INFL RATE 1993-97 4.66% FUTUROM CIVILIANS AT MILITARY 1985 \$2,009,255 FUTUROM CIVILIANS AT MILITARY 1986 \$2,099,255 FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.66% FUTUROM CIV AT MIL INFLATION RATE 1993-97		FUTUROM		4.64%
FUTURON TON FAIL PHS II INFL RATE 1991 4.20% FUTURON TON FAIL PHS II INFL RATE 1992 4.38% FUTURON TON FAIL PHS II INFL RATE 1992 4.64% FUTURON MEATHER OBS 1986% BASE 1985 611,215,788 FUTURON MEATHER OBS 1986% BASE 1986 511,688,341 FUTURON MEATHER OBS 1986% BASE 1988 512,677,786 FUTURON MEATHER OBS 1986% BASE 1989 613,351,713 FUTURON MEATHER OBS 1986% BASE 1999 513,376,188 FUTURON MEATHER OBS 1986% BASE 1999 513,376,188 FUTURON MEATHER OBS 1986% BASE 1991 613,365,706 FUTURON MEATHER OBS 1986% BASE 1991 613,365,706 FUTURON MEATHER OBS INFL RATE 1987-1990 3.00% FUTURON MEATHER OBS INFL RATE 1987-1990 4.64% FUTURON MEATHER OBS INFL RATE 1991 4.64% FUTURON MEATHER OBS INFL RATE 1992 4.64% FUTURON MEATHER OBS INFL RATE 1993-1997 4.64% FUTURON MEATHER OBS INFL RATE 1993-1997 4.64% FUTURON CONTRACT TOMERS 1985 61,044,094 FUTURON CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTURON CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTURON CIVILIANS AT MILITARY 1985 62,009,255 FUTURON CIVILIANS AT MILITARY 1986 62,079,579 FUTURON CIV AT MIL INFLATION RATE 1991 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.66% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.66%	OHN OVERHEAD	FUTURON	TOWERS THAT FAIL PHASE II 1985	\$6,017,076
FUTUROM TOM FAIL PHS II IMFL RATE 1992 4.38% FUTUROM TOM FAIL PHS II IMFL RATE 1993-97 4.64% FUTUROM MEATHER OBS 19864 BASE 1985 \$11,215,788 FUTUROM MEATHER OBS 19864 BASE 1986 \$11,608,341 FUTUROM MEATHER OBS 19864 BASE 1988 \$12,677,706 FUTUROM MEATHER OBS 19864 BASE 1989 \$13,351,713 FUTUROM MEATHER OBS 19864 BASE 1999 \$13,351,713 FUTUROM MEATHER OBS 19864 BASE 1990 \$13,376,188 FUTUROM MEATHER OBS 19864 BASE 1991 \$13,385,706 FUTUROM MEATHER OBS 19864 BASE 1991 \$13,385,706 FUTUROM MEATHER OBS 19864 BASE 1992 \$13,472,997 FUTUROM MEATHER OBS INFL RATE 1987-1990 3.00% FUTUROM MEATHER OBS INFL RATE 1991 4.64% FUTUROM MEATHER OBS INFL RATE 1991 4.64% FUTUROM MEATHER OBS INFL RATE 1993-1997 4.64% FUTUROM CONTRACT TOMERS 1985 \$1,044,094 FUTUROM CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTUROM CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTUROM CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTUROM CIVILIANS AT MILITARY 1985 \$2,009,255 FUTUROM CIVILIANS AT MILITARY 1986 \$2,079,579 FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97		FUTUROM	TOW FAIL PHS II INFL RATE 1986-98	3.97\$
FUTUROM TOM FAIL PMS II INFL RATE 193-97 4.64% FUTUROM MEATHER OBS 19864 BASE 1985 \$11,215,788 FUTUROM MEATHER OBS 19864 BASE 1986 \$11,600,341 FUTUROM MEATHER OBS 19864 BASE 1988 \$12,677,706 FUTUROM MEATHER OBS 19864 BASE 1989 \$13,351,713 FUTUROM MEATHER OBS 19864 BASE 1989 \$13,376,180 FUTUROM MEATHER OBS 19864 BASE 1990 \$13,376,180 FUTUROM MEATHER OBS 19864 BASE 1991 \$13,365,706 FUTUROM MEATHER OBS 19864 BASE 1991 \$13,472,997 FUTUROM MEATHER OBS 19864 BASE 1992 \$13,472,997 FUTUROM MEATHER OBS INFL RATE 1987-1990 3.00% FUTUROM MEATHER OBS INFL RATE 1991 4.64% FUTUROM MEATHER OBS INFL RATE 1991 4.64% FUTUROM MEATHER OBS INFL RATE 1993-1997 4.64% FUTUROM TOMER SUBSIDY 1985-1988 \$795,252 FUTUROM CONTRACT TOMERS 1NFL RATE 1906-92 0.14% FUTUROM CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTUROM CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTUROM CIVILIANS AT MILITARY 1985 \$2,009,255 FUTUROM CIVILIANS AT MILITARY 1986 \$2,079,579 FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97		FUTURON	TOW FAIL PHS II INFL RATE 1991	4.201
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FUTURON MEATHER OBS 1986\$ BRSE 1986 \$11,688,341 FUTURON MEATHER OBS 1986\$ BRSE 1988 \$12,677,786 FUTURON MEATHER OBS 1986\$ BRSE 1989 \$13,351,713 FUTURON MEATHER OBS 1986\$ BRSE 1990 \$13,376,188 FUTURON MEATHER OBS 1986\$ BRSE 1991 \$13,385,786 FUTURON MEATHER OBS 1986\$ BRSE 1992 \$13,472,997 FUTURON MEATHER OBS 1986\$ BRSE 1992 \$13,472,997 FUTURON MEATHER OBS INFL RATE 1987-1998 3.00% FUTURON MEATHER OBS INFL RATE 1991 4.64% FUTURON MEATHER OBS INFL RATE 1992 4.64% FUTURON MEATHER OBS INFL RATE 1992 4.64% FUTURON TOMER SUBSIDY 1985-1988 \$795,252 FUTURON CONTRACT TOMERS 1985 \$1,044,094 FUTURON CONTRACT TOMERS INFL RATE 1906-92 8.14% FUTURON CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTURON CIVILIANS AT MILITARY 1985 \$2,009,255 FUTURON CIVILIANS AT MILITARY 1986 \$2,009,579 FUTURON CIV AT MIL INFLATION RATE 1997-90 3.00% FUTURON CIV AT MIL INFLATION RATE 1991 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON MILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	TOW FAIL PHS II INFL RATE 1993-97	4.64%
FUTUROM MEATHER OBS 1986\$ BASE 1988 \$12,677,796 FUTUROM MEATHER OBS 1986\$ BASE 1989 \$13,351,713 FUTUROM MEATHER OBS 1986\$ BASE 1990 \$13,376,188 FUTUROM MEATHER OBS 1986\$ BASE 1991 \$13,376,188 FUTUROM MEATHER OBS 1986\$ BASE 1991 \$13,472,997 FUTUROM MEATHER OBS 1986\$ BASE 1992 \$13,472,997 FUTUROM MEATHER OBS INFL RATE 1987–1998 3.80% FUTUROM MEATHER OBS INFL RATE 1991 4.64% FUTUROM MEATHER OBS INFL RATE 1992 4.64% FUTUROM MEATHER OBS INFL RATE 1992 4.64% FUTUROM MEATHER OBS INFL RATE 1993–1997 4.64% FUTUROM CONTRACT TOMERS 1985 \$1,044,094 FUTUROM CONTRACT TOMERS INFL RATE 1906–92 8.14% FUTUROM CONTRACT TOMERS INFL RATE 1908–92 8.14% FUTUROM CONTRACT TOMERS INFL RATE 1993–97 4.64% FUTUROM CIVILIANS AT MILITARY 1985 \$2,009,255 FUTUROM CIVILIANS AT MILITARY 1986 \$2,009,579 FUTUROM CIV AT MIL INFLATION RATE 1997–90 3.00% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993–97 4.64% FUTUROM NILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	WEATHER OBS 1986\$ BASE 1985	\$11,215,788
FUTUROM WEATHER OBS 1986% BRSE 1989 \$13,351,713 FUTUROM WEATHER OBS 1986% BRSE 1998 \$13,376,188 FUTUROM WEATHER OBS 1986% BRSE 1991 \$13,375,786 FUTUROM WEATHER OBS 1986% BRSE 1992 \$13,472,997 FUTUROM WEATHER OBS 1866% BRSE 1992 \$13,472,997 FUTUROM WEATHER OBS INFL RATE 1987-1990 3.00% FUTUROM WEATHER OBS INFL RATE 1991 4.64% FUTUROM WEATHER OBS INFL RATE 1992 4.64% FUTUROM WEATHER OBS INFL RATE 1993-1997 4.64% FUTUROM TOMER SUBSIDY 1985-1988 \$795,252 FUTUROM CONTRACT TOWERS 185 \$1,044,094 FUTUROM CONTRACT TOWERS INFL RATE 1986-92 0.14% FUTUROM CONTRACT TOWERS INFL RATE 1993-97 4.64% FUTUROM CIVILIANS AT MILITARY 1985 \$2,009,255 FUTUROM CIVILIANS AT MILITARY 1986 \$2,079,579 FUTUROM CIV AT MIL INFLATION RATE 1997-90 3.00% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM MILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	WEATHER OBS 1986\$ BASE 1986	\$11,688,341
FUTURON MEATHER OBS 1986\$ BASE 1998 \$13,376,188 FUTURON MEATHER OBS 1986\$ BASE 1991 \$13,305,706 FUTURON MEATHER OBS 1986\$ BASE 1992 \$13,472,997 FUTURON MEATHER OBS INFL RATE 1987-1990 3.00% FUTURON MEATHER OBS INFL RATE 1991 4.64% FUTURON MEATHER OBS INFL RATE 1992 4.64% FUTURON MEATHER OBS INFL RATE 1993-1997 4.64% FUTURON TOMER SUBSIDY 1985-1988 \$795,252 FUTURON CONTRACT TOMERS 1985 \$1,044,094 FUTURON CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTURON CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTURON CIVILIANS AT MILITARY 1985 \$2,009,255 FUTURON CIVILIANS AT MILITARY 1986 \$2,079,579 FUTURON CIV AT MIL INFLATION RATE 1997-90 3.00% FUTURON CIV AT MIL INFLATION RATE 1991 4.64% FUTURON CIV AT MIL INFLATION RATE 1992 4.64% FUTURON CIV AT MIL INFLATION RATE 1992 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.66% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.66% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.66% FUTURON RILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	Weather OBS 1986\$ Base 1988	\$12,677,7 0 6
FUTURON HEATHER OBS 1986% BASE 1991 \$13, 385, 706 FUTURON HEATHER OBS 1986% BASE 1992 \$13, 472, 997 FUTURON HEATHER OBS 1NFL RATE 1987-1998 3.00% FUTURON HEATHER OBS 1NFL RATE 1991 4.64% FUTURON HEATHER OBS 1NFL RATE 1992 4.64% FUTURON HEATHER OBS 1NFL RATE 1993-1997 4.64% FUTURON TOMER SUBSIDY 1985-1988 \$795, 252 FUTURON CONTRACT TOMERS 1985 \$1,044,094 FUTURON CONTRACT TOMERS 1NFL RATE 1986-92 0.14% FUTURON CONTRACT TOMERS 1NFL RATE 1986-92 0.14% FUTURON CONTRACT TOMERS 1NFL RATE 1993-97 4.64% FUTURON CIVILIANS AT MILITARY 1985 \$2,009,255 FUTURON CIVILIANS AT MILITARY 1986 \$2,079,579 FUTURON CIV AT MIL INFLATION RATE 1997-90 3.00% FUTURON CIV AT MIL INFLATION RATE 1991 4.64% FUTURON CIV AT MIL INFLATION RATE 1992 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON RILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	Weather OBS 1986\$ Base 1989	\$13,351,713
FUTURON HEATHER OBS 1986\$ BASE 1992 \$13,472,997 FUTURON HEATHER OBS 1NFL RATE 1987-1998 3.00% FUTURON HEATHER OBS 1NFL RATE 1991 4.64% FUTURON HEATHER OBS 1NFL RATE 1992 4.64% FUTURON HEATHER OBS 1NFL RATE 1993-1997 4.64% FUTURON TOMER SUBSIDY 1985-1988 \$795,252 FUTURON CONTRACT TOMERS 1985 \$1,044,094 FUTURON CONTRACT TOMERS 1NFL RATE 1986-92 0.14% FUTURON CONTRACT TOMERS 1NFL RATE 1993-97 4.64% FUTURON CIVILIANS AT MILITARY 1985 \$2,009,255 FUTURON CIVILIANS AT MILITARY 1986 \$2,079,579 FUTURON CIV AT MIL INFLATION RATE 1997-90 3.00% FUTURON CIV AT MIL INFLATION RATE 1991 4.64% FUTURON CIV AT MIL INFLATION RATE 1992 4.64% FUTURON CIV AT MIL INFLATION RATE 1992 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON RILITARY COMMUNICATIONS 1985 \$1,729,775		FUTUROM	WEATHER OBS 1986\$ BASE 1998	\$13,376,180
FUTURON MEATHER OBS INFL RATE 1987-1990 3.00% FUTURON MEATHER OBS INFL RATE 1991 4.64% FUTURON MEATHER OBS INFL RATE 1992 4.64% FUTURON MEATHER OBS INFL RATE 1993-1997 4.64% FUTURON TOMER SUBSIDY 1985-1988 \$795, 252 FUTURON CONTRACT TOMERS 1985 \$1,044,094 FUTURON CONTRACT TOMERS INFL RATE 1986-92 0.14% FUTURON CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTURON CIVILIANS AT MILITARY 1985 \$2,009, 255 FUTURON CIVILIANS AT MILITARY 1986 \$2,079, 579 FUTURON CIV AT MIL INFLATION RATE 1997-90 3.00% FUTURON CIV AT MIL INFLATION RATE 1991 4.64% FUTURON CIV AT MIL INFLATION RATE 1992 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.66% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.66% FUTURON MILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	WEATHER OBS 19864 BASE 1991	\$13,385,78 6
FUTUROM MEATHER OBS INFL RATE 1991 4.64% FUTUROM MEATHER OBS INFL RATE 1992 4.64% FUTUROM MEATHER OBS INFL RATE 1993-1997 4.64% FUTUROM TOMER SUBSIDY 1985-1988 \$795, 252 FUTUROM CONTRACT TOMERS 1985 \$1,044,094 FUTUROM CONTRACT TOMERS INFL RATE 1906-92 0.14% FUTUROM CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTUROM CIVILIANS AT MILITARY 1985 \$2,009, 255 FUTUROM CIVILIANS AT MILITARY 1986 \$2,079, 579 FUTUROM CIV AT MIL INFLATION RATE 1997-90 3.00% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM RILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	WEATHER OBS 1986# BASE 1992	\$13,472,997
FUTURON MEATHER OBS INFL RATE 1992 4.64% FUTURON MEATHER OBS INFL RATE 1993-1997 4.64% FUTURON TOMER SUBSIDY 1985-1988 \$795, 252 FUTURON CONTRACT TOMERS 1985 \$1,044,094 FUTURON CONTRACT TOMERS INFL RATE 1986-92 0.14% FUTURON CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTURON CIVILIANS AT MILITARY 1985 \$2,009, 255 FUTURON CIVILIANS AT MILITARY 1986 \$2,079, 579 FUTURON CIV AT MIL INFLATION RATE 1987-90 3.00% FUTURON CIV AT MIL INFLATION RATE 1991 4.64% FUTURON CIV AT MIL INFLATION RATE 1992 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON MILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	WEATHER OBS INFL RATE 1987-1990	3. 00%
FUTUROM MEATHER OBS INFL RATE 1993-1997 4.64% FUTUROM TOMER SUBSIDY 1985-1988 \$795, 252 FUTUROM CONTRACT TOMERS 1985 \$1,044,094 FUTUROM CONTRACT TOMERS INFL RATE 1986-92 0.14% FUTUROM CONTRACT TOMERS INFL RATE 1993-97 4.64% FUTUROM CIVILIANS AT MILITARY 1985 \$2,009,255 FUTUROM CIVILIANS AT MILITARY 1986 \$2,079,579 FUTUROM CIV AT MIL INFLATION RATE 1987-90 3.00% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM MILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	WEATHER OBS INFL RATE 1991	4.64%
FUTUROM TOMER SUBSIDY 1985—1988 \$795, 252 FUTUROM CONTRACT TOMERS 1985 \$1,044,094 FUTUROM CONTRACT TOMERS INFL RATE 1986—92 0.14% FUTUROM CONTRACT TOMERS INFL RATE 1993—97 4.64% FUTUROM CIVILIANS AT MILITARY 1985 \$2,009,255 FUTUROM CIVILIANS AT MILITARY 1986 \$2,079,579 FUTUROM CIV AT MIL INFLATION RATE 1987—90 3.00% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993—97 4.64% FUTUROM MILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	WEATHER OBS INFL RATE 1992	4.64%
FUTURON CONTRACT TOWERS 1985 \$1,044,094 FUTURON CONTRACT TOWERS INFL RATE 1986-92 0.14% FUTURON CONTRACT TOWERS INFL RATE 1993-97 4.64% FUTURON CIVILIANS AT NILITARY 1985 \$2,009,255 FUTURON CIVILIANS AT NILITARY 1986 \$2,079,579 FUTURON CIV AT NIL INFLATION RATE 1987-90 3.00% FUTURON CIV AT NIL INFLATION RATE 1991 4.64% FUTURON CIV AT NIL INFLATION RATE 1992 4.64% FUTURON CIV AT NIL INFLATION RATE 1993-97 4.64% FUTURON NILITARY CONMUNICATIONS 1985 \$1,729,775		FUTURON	WEATHER OBS INFL RATE 1993-1997	4.64\$
FUTURON CONTRACT TOWERS INFL RATE 1986-92 0.14% FUTURON CONTRACT TOWERS INFL RATE 1993-97 4.64% FUTURON CIVILIANS AT MILITARY 1985 \$2,009,255 FUTURON CIVILIANS AT MILITARY 1986 \$2,079,579 FUTURON CIV AT MIL INFLATION RATE 1987-90 3.00% FUTURON CIV AT MIL INFLATION RATE 1991 4.64% FUTURON CIV AT MIL INFLATION RATE 1992 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON MILITARY CONMUNICATIONS 1985 \$1,729,775		FUTURON	TOMER SUBSIDY 1985-1988	
FUTUROM CONTRACT TOWERS INFL RATE 1993-97 4.64% FUTUROM CIVILIANS AT MILITARY 1985 \$2,009,255 FUTUROM CIVILIANS AT MILITARY 1986 \$2,079,579 FUTUROM CIV AT MIL INFLATION RATE 1987-90 3.00% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM MILITARY COMMUNICATIONS 1985 \$1,729,775		Futuron		\$1,044,094
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FUTUROM CIVILIANS AT MILITARY 1986 \$2,079,579 FUTUROM CIV AT MIL INFLATION RATE 1987-90 3.00% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM MILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	CONTRACT TOWERS INFL RATE 1993-97	
FUTUROM CIV AT MIL INFLATION RATE 1987-90 3.00% FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM MILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	CIVILIANS AT HILITARY 1985	\$2,00 9,255
FUTUROM CIV AT MIL INFLATION RATE 1991 4.64% FUTUROM CIV AT MIL INFLATION RATE 1992 4.64% FUTUROM CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM MILITARY COMMUNICATIONS 1985 \$1,729,775		FUTURON	CIVILIANS AT MILITARY 1986	\$2,0 79,579
FUTURON CIV AT MIL INFLATION RATE 1992 4.64% FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTURON MILITARY COMMUNICATIONS 1985 \$1,729,775		FUTUROM	CIV AT MIL INFLATION RATE 1987-90	3.00%
FUTURON CIV AT MIL INFLATION RATE 1993-97 4.64% FUTUROM MILITARY COMMUNICATIONS 1985 \$1,729,775		FUTUROM	CIV AT MIL INFLATION RATE 1991	4.64%
FUTURON NILITARY CONNUNICATIONS 1985 \$1,729,775		FUTURON		4.64%
·		FUTURON	CIV AT NIL INFLATION RATE 1993-97	4.64%
PERSONAL LAS BANK SAME AND		FUTURON	NILITARY COMMUNICATIONS 1985	\$1,729,775
FUTURUM RILL CUM INFLATION RATE 1986-92 13.06\$		FUTURON	HIL CON INFLATION RATE 1986-92	13 . 0 6\$
FUTURON NIL CON INFLATION RATE 1993-97 4.64%		FUTURON	NIL CON INFLATION RATE 1993-97	4.641

The rest of the variables in Table 2.6 concern the overhead portion of the O&M budget. The overhead categories that can be adjusted are:

- o towers that fail Phase II,
- o weather observation,
- o subsidized towers,
- o contract towers,
- o civilians at military,
- o military communications.

The budget for towers that fail Phase II is entered for 1985 and can be inflated at distinct rates for these periods:

- o 1986-1990,
- o 1991,
- o 1992,
- o 1993-1997.

For weather observation, base budgets in 1986 dollars can be entered for 1985 through 1992. These bases can be inflated at different rates for four distinct periods:

- o 1987-1990,
- o 1991,
- o 1992,
- o 1993-1997.

Tower subsidies are simply a fixed annual amount \$795,252 in the base case) between 1985 and 1988 and \$0 afterwards. The contract towers budget is entered for 1985 and inflated by a percentage (0.14 percent in the base case) for 1986-1992 and another percentage (4.64 percent) for 1993-1997.

The budget for civilians at military is entered for 1985 and 1986 and then inflated separately over four time periods:

- o 1987-1990,
- o 1991,
- o 1992,
- o 1993-1997.

Finally, military communications is entered for 1985 and inflated separately for:

- o 1986-1992,
- o 1993-1997.

2.7 KOOFUT71 & KOOFUT72

These two files allocate overhead to direct cost centers based upon allocation statistics. For example, headquarters administration costs are allocated among operating sites based upon the number of total full-time equivalent employees at each of the four types of operating sites in the FAA system. These two files perform these allocations under the assumption that regulatory costs are properly allocated to users.

The first file noted above performs these allocations for the time period 1985 through 1992 while the second performs the allocations for the time period 1993-1997.

These files receive all of their inputs from previous files in the model and contain no variables to be changed by the user.

2.8 KOOFUT81 & KOOFUT82

These files perform the same functions as the files described immediately above. The only difference is that the

allocations are performed under the assumption that regulatory costs are allocated to the public.

KOOFUT81 performs these allocations for the time period 1985 through 1992. KOOFUT82 performs the allocations for the time period 1993-1997.

These files also contain no variables to be changed by the user.

2.9 AVSFUT

This file allocates the AVS O&M budget based upon inspector hours for the year 1984. The budget is broken down into the following categories:

- o general aviation users,
- o general aviation-turbo users,
- o commuter and air taxi users,
- o IFR users,
- o air carriers,
- o military,
- o all users.

The file is divided into two subsegments. The top part of the file shows the period 1985 through 1992 while the bottom provides the allocations for 1993 through 1997. All inputs are received from the model.

2.10 Ramsey Files

These groups of files allocate various costs to the ten user groups including the allocation of joint costs by Ramsey Pricing.

The only inputs these files received that can be changed by the user are the price elasticities for each of the ten user groups.

Each of these files also presents results for the two scenarios used in the model:

- o if regulatory costs are allocated to users (Option 7),
- o if regulatory costs are allocated to the public sector (Option 8).

2.10.1 ARTRFUT1 & ARTRFUT2

These files allocate ARTCC costs and F&E, R&D and aviation standards IFR projects to users, for the periods 1985-1992 (ARTRFUT1) and 1993-1997 (ARTRFUT2). The following costs are estimated for each of the 10 user groups:

- o ARTCC variable costs,
- o ARTCC joint site costs,
- o ARTCC site total costs,
- o ARTCC overhead,
- o IFR R&D projects,
- o IFR F&E projects,
- o aviation standards IFR activities.

2.10.2 TOWRFUT1 & TOWRFUT2

These files allocate tower costs among the ten user groups of interest in the study. The following costs are allocated in this file:

- variable operating site costs,
- joint operating site costs,
- o tower overhead costs.

Also included in this file are the minimum GA allocation of tower costs.

TOWRFUT1 allocates tower costs for the period 1985 through 1992; TOWRFUT2 performs the same types of allocations for the period 1993 through 1997.

2.10.3 TRARFUT1 & TRARFUT2

These files allocate TRACON costs among the ten relevant user groups. The former file performs these allocated for the time period 1985 through 1992, while the latter performs the same functions for the time period 1993 through 1997.

The following TRACON costs are allocated in this file:

- o operating site variable costs,
- o joint operating site costs,
- TRACON overhead costs.

Also included in these files are the minimum general aviation allocations for TRACONS. These minimum general aviation allocations are based upon the determination of whether TRACONS would continue to operate as TRACONS if only general aviation traffic were present. As a result, the minimum cost allocation variable and overhead costs are far less than the full cost allocation.

2.10.4 FSSRFUT1 & FSSRFUT2

These files present the allocation of FSS costs to the ten user groups of interest in this study. The former file performs these allocations for the time period 1985 through 1992 while the latter performs these same functions for the time period 1993 through 1997.

The following costs are allocated in this file:

FSS operating site variable costs,

- o FSS operating site joint costs,
- o FSS overhead costs.

2.10.5 OPSRFUT1 & OPSRFUT2

This file allocates the following cost centers among user groups using the Ramsey Pricing algorithm:

- o maintenance,
- aviation standards regulatory activities,
- o regulation of airports,
- o F&E and R&D projects attributable to all users,
- o F&E and R&D projects attributable to general aviation users,
- o overhead items allocated to direct cost centers.

The OPSRFUT1 file evaluates the years 1985 through 1992. The latter file evaluates the time period 1993 through 1997.

2.10.6 OPSRFU1A & OPSRFU2A

These files allocate airport grants and airport grant overhead to the ten user group categories. Grants allocated among users are:

- o primary grants,
- o commercial service grants,
- o reliever grants,
- general aviation airport grants,
- o overhead on these categories.

OPSRFU1A performs these allocations for the period 1985 through 1992. OPSRFU2A performs these allocations for the years 1993 through 1997.

2.10.7 OPSVFUT1 & OPSVFUT2

These files allocate certain air carrier projects and activities among air carrier groups. The cost categories included in this file are:

- o aircraft purchase loan quarantee program,
- o overhead on the aircraft purchased loan guarantee program,
- o F&E air carrier projects,
- o R&D air carrier projects.

OPSVFUT1 performs these allocations for the years 1985 through 1992; OPSVFUT2 performs the allocations for the time period 1993 through 1997.

2.11 Allocation Tables

These files summarize the full budget allocations to all ten user groups. In addition to presenting figures that include applicable overhead, these files have tables splitting out direct and indirect costs as well as other tables from Volumes I and III. They draw entirely upon inputs from other files in the cost allocation model.

2.11.1 O7RFUT1 & O7RFUT2

O7RFUT1 covers the years 1985 through 1992; O7RFUT2 covers the years 1993 through 1997. Both files represent the scenario in which regulatory costs are allocated to users.

2.11.2 O8RFUT1 & O8RFUT2

These files summarize the final allocations to all ten user groups under the assumption that regulatory costs are borne by

the public sector. O8RFUT1 covers the years 1985 through 1992; O8RFUT2 covers the years 1993 through 1997.

2.12 MINSYS

This file develops the minimum general aviation allocation system for the time period 1985 through 1997. It draws entirely on inputs from several other files in the cost allocation model.

2.13 TAXRAM1 & TAXRAM2

These files calculate the direct user taxes discussed in detail in Volume 4 of the report. TAXRAM1 performs calculations for the years 1985 through 1992, while TAXRAM2 performs the calculations for the time period 1993 through 1997.

These taxes are designed to cover fully allocated costs for each user group. The allocated costs are drawn from the O7RFUT and O8RFUT files. The files also project various activity measures and fleet sizes for different user groups. They also draw inputs entirely from other files in the model.

2.14 ALLOCSUM

This file simply accumulates data results from each year that the model is run. This data is then used to generate the various pie, bar and line graphs in the report. These graphs are printed using PGRAPH.

Section 3.0

DATABASES

3.1 Introduction

This section presents the databases which were used to construct the cost allocation model. The FAA budget has been segregated into four general categories:

- o 0&M,
- o F&E,
- o R&D,
- o airport grants.

This same categorization is used to describe the databases.

3.2 O&M

The majority of O&M costs are related to the production of air traffic control services at FAA operating sites--ARTCCs, FSSs, TRACONS and towers. The direct costs of producing these services are documented in the econometric analysis in Volume 5, and include:

- o ATC labor costs,
- AFS labor costs associated with operating sites,
- o leased telecommunications.

Shown in Figure 3.1 are the projected changes in activity at FAA operating sites over the period 1985 through 1997. These growth rates govern the forecast changes in activity in the

Figure 3.1

INDICES OF GROWTH IN ACTIVITY AT FAA OPERATING SITES

	ARTCC Handles	ndles	FSS Services	ices * *	TRACON TSOS	TSOS * *	Tower Operations	ations
	1992	1997	1992	1997	1992	1997	1992	1997
Air Carriers	125.4	137.8	105.1	114.8	107.6	136.6	132.3	127.1
Commuters	162.6	214.8	112.2	125.7	125.7	152.9	144.8	163.6
General Aviation Plus Government	125.8	139.7	118.4	128.3	132.5	139.9	134.8	151.4
Military	103.8	99.5	90.9	88.7	91.9	86.7	107.3	109.5
Combined	125.4	139.1	114.5	123.3	121.8	135.7	134.3	150.3

"Air Route Traffic Control Center Forecasts--Fiscal Years 1985-1996" (April, 1985). *Based on FAA:

[&]quot;Total Flight Services, Pilot Briefs, Aircraft Contacted and Flight Plans Originated-- Stations Fiscal Years 1905-1992" (October, 1985). Flight Service **Based on FAA:

^{***}Based on FAA Terminal Area Forecasts (1984) (Note: FAA Aviation Forecasts does not provide breakdown of relative growth rates at TRACONs and towers).

model. The model also allows the user to change cost inflation factors as described in Sections 1.0 and 2.0 above.

The remaining cost categories in the O&M budget were derived directly from FAA budgets; shown below are the 1985 levels and how they were forecast:

		(\$-MIL) 1985	Labor Inflation
0	aviation standards	257.9	Y
0	airports administration	26.6	3
0	maintenance of ATC $system^1$	388.3	_Y ²
0	centralized training	102.1	3
0	installation and material service	193.4	33
0	administrative support		
	(including NOAA)	180.4	3

3.3 F&E

The database for facilities and equipment expenditures in the period 1984 through 1992 was developed from budgetary information. Specifically, the budgets for 1984, 1985 and 1986, together with congressional smart sheets, were utilized to identify the ultimate allocation of individual F&E projects. Each project was allocated to one of five categories:

¹⁰ther than those costs directly accounted for at ATC sites as documented in Volume 5.

 $^{^2\}mathrm{Maintenance}$ costs are also affected by changes in labor effort due to changes in technology as identified in the 1990 FMF.

³These overhead item re part of the residual O&M budget calculated as: Total O&M-ATC costs-other items. In the post-1992 environment, these costs increase at a rate of 4.64 percent.

- o air carrier,
- o general aviation,
- o IFR users (denoted as "not VFR" in the tables which follow),
- o all users,
- o public interest.

In all cases the avoidable cost concept was utilized to allocate each project to the proper category.

The following tables show these allocations for the period 1984 through 1992.

F&E DATABASE

F&E(1984/ 464FE84	1985/1986 BUDGET)	13-Nov-85	TOTAL DOLLARS	(868) 19	84		est a s	
ACTIVITY	PAGE	PROGRAM:	AIR CARR.	64	NOT VFR	RLL CR		PI
ARTCC	191	LONG RANGE RADAR	e	è	81	ð	•	è
ARTCC	192	RADAR MICROHAVE LINK	ě	8	3888	ŧ	•	ě
ARTEC	193	MEXT GEN. WEATHER RADAR	ટ્સટલ	ð	ð	ě	¢	Ł
APTES	134	ATC RADAR BEACON SYSTEM	ર	e	•	ò	•	E
SSTER	:95	IMPROVE ATO EN ROUTE RADAR	Č	Ş	788	9	e	e
COTFA	:SE	HOST COMPUTER	5568	ø	ş	ð	•	ð
ARTOO	197	ADVANCED ACTOMATION SYSTEM	6	ર	3	9	ð	i
ARTEC	196	COM. FACILITY CONSOLID.	\$	•	ę	ť	ð	ę
ARTEC	199	PRICE BUILDINGS/PLANT	ę.	ð	6546	3	•	ð
ARTOO	596	PROFITS RELIGIOUS ATTHORY	ş	•	6	\$	8	8
ARTEC	281	UPSRADE TRAFFIC MANAS.	ş	e	9	ą	ð	\$
ARTIC	58.5	IMPROVE EN ROUTE COM.	ð	e	3249	₹	ŧ	\$
99766	244 (54)	PROVIDE RAL TRUNKING	8	a	1288	8	•	9
ARTEC	246(54)	PROVIDE CENTER WEATHER PROC.	ė	0	e	25000	ð	8
ARTOS	248(64)	ENFLET ALRIVAIN SAFE ALT WANG	ę	ę	2778	ð		ě
ARTES	248(84)	EN RIE AUTOMATION HROURE IMPRI	, ,	9	1766	ŧ	ì	8
ARTOD	249 (84)	REPLACE ARTOC/ROAS TONE EMPT	e	8		ě	•	\$
45700 45700	258(84)	INTEGRATE NOARDS ASSECT ONTRU	1	è	1543	ŧ		9
ATROE	258 (84)	PROVIDE NADIN ENHANCEMENTS	5338	ē	e	ş		5
ARTOD	251 (64)	PROVIDE ARTOC CONSOLIDATION	8		2488	ą	•	ર
ARTOS	252(84)	IN-SERVICE COMM INPROVEMENTS	è	\$	888	ş	8	\$
ARTCC		TOTAL	15,288	ę	55, 954	26.087	•	ķ
76 ~ ER9	28-	REPLACE AIRPORT SURVEIL. RADA	a 2	a e	99984	ę	8	3
TONERS	205	AIR-OFT EURFACE DETECTION	ę	ę	5	?	ę	3
78 . ERE	286	AIRPORT SURVEIL. RADAR	3	ł	12264	2	ŧ	2
. 545 RE	207	TERMINAL MADAR SYSTEM	å	8	1178	ě	ê	6
75×235	285	SUSTAIN NEW YORK TRACON	ê	ð	9	ą	ð	ŧ
72,4253	209	ARS REMOTE MENITORING	ė	ą	6	.814	e	ě
70x233	210	ESTAB. CONTROL TOWER	á	e	ę	2	8	ð
70#585	2::	REPLACE TERMINAL PACILITIES	45367	ę	6	ş	ð	8
75 4 585	212	*GDERN. PADAR APPROACH FACIL.	3	¢	3	ફ	9	Ç
TOXERS	2.3	INTEG. COM. SAITEM SYSTEM	į	e	ę	5365	£	ð
704233	214	REPLACE BRITE EQUIP.	17463	ð	8	ą	*	3
TURETS TURETS	215 215	IMPROVE TERMINAL GOM.	3	ė	ą	2422		ş
UKSAS DASTS	155(84)	TODE-S BURVEILLANCE & DTA LIN	_	3	114288		ŧ	è
DATE:	2587847	PROVIDE RADAR INFROVEMENTS		8	1568	ł	e	Q.
TIMERE TIMERE		RALCE TAX-42 TAXXL EMATA SYST		ę	ą	ð	•	ş
		PES FOR ARTS THE FACILITIES		ě	22500	į	ě	à
TOWERS	259 (84)	ESTABLISH/REPLACE FDID EDAT	è	8	4986	ė	ě	ŧ
TONERE			÷	ę	4145	,	ę	8
TCAERS	25 8 (84)	- PROVIDE PRIS 1994 MEMORY - MODERNYIMPROV TYMAL FACILITIE			3	:6001	ŧ	3
TUNE 93	264(84)	· · · · · · · · · · · · · · · · · ·	-	6	į	12337		ð
TOWERS		FRUCE & 9 CHAL VOICE RECORDS		a	3	220 229	À	3
70 . 295		PROVIDE TRMAL IN-SERVICE ENER		e	ž	3.0	•	è
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ไปฟรีสิริ	(49(85)	REPLACE AFOS RECORDERS	-	ę	3		•	ė
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FSS	267 (84)	FSS	8	162658	•	•	•	8
AIRNAV	217	VOR, DNE, VORTAC REPLACEMENT		ě		14093	ę	e
AIRNAV	218	LGRAN-C	6		e	•	ě	ş
AIRNAV	219	NK-DIRECTIONAL RADIO BEACON	•	•	8	9889	9	•
AIRNAV	228	RLS AND MALSR	ě	•	25208	8	e	e
AIRAAV	221	APPROACH LIGHTING SYSTEM	13238	9	9	ę	6	0
A RNAV	223	₽¥0\$		*	3	E	8	e
GIENOV	223	WINDSHEAR	8	Ą	ę	ð	ě	ę
AIRNAV	224	RUMWAY END LIGHTS	Ü	ş	ð	Ş	e	ð
ALSNAY	225	PRECISION APPROACH PATH	•	ě	6	S	8	Ą
A I RMAV	226	STRAIGHT-IN, MON-PREC. APPROH.	8	ě	8	48£4	è	ě
Alakav	227	THRESHOLD LIGHTS	ð	8	9	3396	ø	₹
ATEVAN	223	REMAY VISUAL RANGE	6569	Ą	ø	ð	Ą	ě
FIELD	239	AIRPORT APPROHYLANDING AID FAC.	ę	ş	6	\$	ę	6
A NIAV	279(5-)	EST VISUAL APPROX SLOPE INDIC	Ø.	6	Ą	37 3 9	Ą	£
AIR VALV	288(84)	IMPROVE ILS FACILITIES		8	1839	₹	ě	Ą
ATRNAV	288 (24)	IMPROVE VISUAL AID FACILITIES	0	Ą	Ė	6ŏ €	8	ě
AIRNAV	281 (84)	PRVDE ADD'L FACILITIES TO ILS	ę	Ø	1814	S	9	Ą.
A J RNAV	232 (54)	PRECISION LANDING AID IMPROMATS	ð	4	728	3	ě	8
ATENEV	NE (84)	ESTABLISH ILS	6	6	è	2529	ક	6
AIRNAV	NA (85)	HABLE W/ RWAY ALGMANT IND LIGHTS	ş	ş	e	ર	5	?
ATRIAN	NA (85)	NAVAIDS ADDED BY CONGRESS	\$	ę	8	6	3	?
AIRNAV	¥#(85)	ILS POLICY CHANGE	ę	8	8	3	ð	ş
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e, ೮, ៩,	231	NATIL RADIO COM. SYSTEM	0	ż	e	e	ş	12834
-, 5, 7.	232	UMKANNED FAA FAD. AND EDUIP.	\$	ş	6	11623	\$	č
Н, С. У.	233	AIRPORT CABLE LOOP	ş	â	0	8	ø	i
	234	PROREVE/REPLACE POWER SYSTEM	શ	ક	9	è	ł	ť
٦, ٥, ٠,٠	235	CAD DESIGN SYSTEM	ð	æ	3	₹	Ē	5
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- 1 - 1	237	MAINTENANCE CONTROL CENTERS	ş	ş	Ē	3	ŀ	?
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-, o, M,	239	LOGISTICS/INVENTORY SYSTEM	\$	ક	e	2327	3	\$
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٦, ١, ٢,	243	ATRINAM/ATC SYSTEM SUPPORT	2	\$	3	5668	ě	Ĉ
	<u>ڪ</u> د د	FRED/BREDTRUK ENGIN.	ð		e	466	8	Ŷ
7, -, *.	255 (54)	PCB TESTERS FOR MAINTNEE HUBS	9	ŧ	ą	4389	\$	3
	297 (5+)	MECHANIED PATERIAL HANDLE SYST	ş	9	5	2982	\$	ર
~	257(34)	COMPUTER-BASED INSTRUTH TRANCS	ě	ş	ŧ	1738	Č	ş
r	2884847	EXPLOSIVE DETECTION SYSTEMS	665	ş	e	3	₹.	\$
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F		TOTAL	888	હ	6	44.539	ę	.2,024

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AIRCRAFT	247	SPECTRUM ANALYZER		ê	9	0	•	8	6
Alreraf.	ċ48	TURBO PROP AIRCRAFT		3	ş	ě	8	9	ę
ALRERAFT	249	hEAD-UA IN SIMULATOR		₹.	4	e	શ	8	9
AIRCRAFT	250	TURBO PROP ALRORAFT		9	3	9	23169	g.	ï
ATECRAFI	292 (84)	PROCURE AIRBORNE MLS		Ý	Ś	:300	£	8	0
AIRERAFT	176 (65)	PRODURE LASER RANGE FINDERS		ċ	ł	č	Ą	8	ě
AIFORET		TOTAL		₹	ð	1360	23160	શ	ş
5. τ. ε.	252	FAA TECH, GENTER LEASE		à	ě	2	5290	3	3
D. Τ, Ε.	253	FIRE TEST FAC.		Ø.	è	€,	•	9	ŧ
D, I, E,	254	INFLIGHT FIRE TEST FAC.		ġ	e	3	8	ø	ŧ
0, Τ, Ξ.	255	AIRPORT IMPROVEKENTS,		Ø.	Ø	Ø	8	8	8
θ, Τ. Ξ,	358	TECH. CENTER HELIPORT		e	8	9	e	2	\$
D, T, E.	257	NAS FIELD SUPPORT		ş	ę	488	*	•	9
5, 7, Ξ,	258	SWITCHINS EQUIPMENT		3	8	2	1249	ē	ð
D, Τ, Ξ,	259	ENGIN. SERVICES EQUIP.		0	0	e	•	8	e
δ, 7, Ξ,	296(84)	CONSTRUCT TECH SUPPORT FACILITY		\$	8	ş	11000	8	8
D, T.E,	297 (84)	PROVIDE EPA STD COMPLIANCE CAP		9	0	ક	1696	6	8
ο, τ, Ξ,	298(84)	ENHANCE COMPUTER LAB FACILITIES	2:	.82	5	9	9		\$
Đ.Τ.Ξ,	298 (84)	ATCSF UPGRADE	16	199	g.	ē	ŧ	e	8
D, T, E,	299(84)	ENHANCE WAS DOCUMENT'N FACILIES	1	ò	ð	3	6 ₹5		ş
D, T, E,	3 22 (84)	ENHANCE GEN PURPOSE COMP FACIL		Ą	8	8	618	e	9
D, T, E,	160(65)	ENHANCE AVIATION SECURITY LAB		ð	0	ę	ę	8	•
D,T,E,	163 (85)	POWER CONDITIONING SYSTEM		e	Ĉ.	8	e	8	9
5, 7. €,	VA (85)	NAS SIMUL BUPPORT FACILITY		e	3	e	ę	6	ŧ
D.T.E.		TOTAL	3. 8	278	e	488	20.052	•	ę
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ACTIVITY	PAGE	PROGRAM	AI	R CARR.	6A	NOT VER	ALL CRI		Þ;
ARTEC	191	LONG RANGE RADA	2	ð	e	31173	ę	ð	e
GRTCC	192	RADAR KICROWAVE		0	0	48981	8	e	9
ARTEE	193	NEXT GEN. WEATH		7500	ě	e	ę	Į.	ę
ARTEC	194	ATC RADAR BEACO		8	e	ø	ě	ě	e
ARTCC	195	IMPROVE ATO EN		ą	e	ě	ŕ	ø	e
20164	196	HOST COMPUTER	•	244432	ę	ż	ð	ð	ę
ARTEC	197	ROVANCED AUTOMA	TION SYSTEM	17684	ą	ę	ð	e.	2
ARTOS	198	COM. FACILITY C	ONSOLID.	ę	9	ø	ક્ રેક્સ્ટ	e	ę
A3700	199	ARTEC BUILDINGS		ð	2	7511	ą	3	5
ARTOD	208	DATE MULTIPLEXI		8	ě	ę	ð	8	ð
ARTOL	281	SPERAGE TRAFFIC		ż	è	9	e	é	9
ARTOL	203	IMPROVE EN ROUT		ě	6	7:35	ę	8	ş
ARTOD	244(34)	PROVIDE RAL TRU		è	į	ů	ð	8	e
ARTES	246(84)	PROVIDE CENTER		Š	8	ē	ð	6	6
ARTOS	248 (34)	INFLOT ALRIVAIN	- -	ė	ě	ē	ę	e	ē
PRTCC	248(84)		ON HROWRE IMPRV	į	ě	ė	ě	ę	é
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ARTOC	212/04/	14-3244162 66.00	C THE NO ACUTATO	•	v	•	•	•	-
48700		TOTAL		259, 536	ě	144.285	5.888	¢	3
TOWERS	234	REPLACE AIRPORT	SURVEIL. RADAR	8	è	144800	8	e	₹
TONERS	205	AIRPORT SURFACE	DETECTION	55.986	ę	ď	e	3	ę
FUMERS	235	AIRPORT SURVEID	. RADAR	2	ð	2952	8	ě	ĉ
TOKERS	237	TERMINAL RADAR	SYSTEM	5	٤	2338	₹	Ċ	€
754595	286	SUSTAIN NEW YOR	K TRACON	ŧ	Ž	ર	6	9	è
TOWERS	285	MAS REXDIE MONI	TORING	ę	ð	ê	43488	Č	રે
าวพิธีสิริ	3.8	ESTAB. CONTROL	TOWER	\$	8	3	e	ð	Š.
TOWERS	211	PEPLACE TERMINA	AL FACILITIES	.6216	6	6	e	6	ě
TOWERS	212	RODERN, RADAR (APPROACH FACIL.	12341	9	\$	8	3	Ş
TGAERE	213	INTEG. COM. SKI	TOP SYSTEM	ş	ð	ક	16368	Ą	\$
70,845	217	REPLACE BROTE (QUIP.	1-352	8	3	ð	9	ě
70 4 888	2:5	IMPROVE TERMIN		3	0	₹	e	₹	?
	255(84)	KODE-S SURVEIU	LANCE & DITE LINE	e	ą	1.1318	ę	3	?
	256 (84)	PROVIDE RADAR		ę	ì	ę.	8	Ý	?
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TOWERS	2681841	PROVIDE ARTS I		ę	Ą	e	ę	₹	e
70,4893	26-1341		TRANL FACILITIES	э	9	3	8446	3	€
TOWERS	265 (84)		VOICE RECORDERS	-	٠	ę	ð	ę	8
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70 42 79	148 185)		_ VOICE RECORDERE		è	c	18200	e	ક
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FSS	267(84)	FSS	•	142639		0	e	•
AIRMAV	217	VOR. DRE. VORTAG REPLACEMENT	e	e	e	9624	ę	•
AIRNAV	218	LDRAN-C	ē.	è		e	•	\$
AIRNAV	219	NM-DIRECTIONAL RADIO BEACON		9	e	11020	8	0
AIRNAV	228	KLS AND KALSR	\$	8	42575	8	ě	ř
ATRNAV	321	REPRESENT LIGHTING SYSTEM	15956	Ą	e	•	8	ð
AIRWAY	232	ANDS	ę	ð	3	ð	Ŋ	\$
AIPVAV	223	wînderêrk	£.	e	Ý	ø	₹	8
AIRVAV	224	RUNARY END LIGHTS	8	\$	ŧ	4674	3	į
aleka:	325	PRECISION APPROACH PATH	₹.	ě	36.10	ð	à	Ĉ
ATRNAV	226	STRAIGHT-IN, NON-PRES. APPROM.	E	6	ě	3110	0	:
A:3.2.	227	THRESHOLD LIGHTS	?	e	ę	3375	3	5
AIRNAV	228	RUNHAY VISUAL RANGE	18363	e	3	ę.	\$	3
E Thirty	229	ATREORY APPROAZLANDING AID FAC.	e	e	5160	e	Č	\$
ATRIAV	273(84)	EST VISUAL APPROH SLOPE INDIC	ě	3	ર	Ü	ð	5
AIRNAN	288 (84)	IMPROVE ILS FACILITIES	ð	6	ę	e	£	5
AIRNAV	280(84)	IMPROVE VISUAL AID FACILITIES	e	₹	e	9	8	ě
AIRNAV	881 (94)	PRVDE ADD'L FACILITIES TO ILS	\$	Ø	0	8	8	₹
AIRNAY	292 (84)	PRECISION LANDING AID IMPRVMNTS	9	ě	0	e	8	ŧ
AIFNAG	NG (84)	ESTABLISH ILS	\$	ð	e	0	ş	\$
ATRKAV	VA (85)	MASER W/ RWAY ALGAMENT IND LIGHTS	ę	ě	1763	Ŋ	ð	3
RIFNEY	NA (85)	NAVAIDS ADDED BY CONGRESS	3	0	Ĉ	6243	8	5
AIRNAV	NA (85)	ILS POLICY CHANGE	š	3	8	31830	ě	\$
AIR JAV		TOTAL	26.219	\$	53, 048	69, 280	6	3
H. J. Y.	231	NATYL RADIO COM. SYSTEM	ફ	ę	e	ę	ą	108
F7.	232	UNYANNED FAR FAC. AND EQUIP.	Į.	e	ş	9332	6	ę
rt, U, II,	233	AIRPOAT CABLE LOOP	8860	9	2	8	Ê	2
H. J. X.	23-	IMPROVE/REPLACE POWER SYSTEM	3	e	ð	6	e.	3
٠, ١, ٢,	235	CAD DESIGN SYSTEM	e	3	ą	દ	8	3
h *.	239	ACQUIRE LAND/EASEMENTS	e	e	6	6926	ð	\$
٠, ٥, ٠	237	MAINTENANCE CONTROL CENTERS	\$	e	3	6	3	ટ
	23 5	PROVIDE TEST EQUIP.	9	8	e	7221	6	ફ
ಗ್ಕಲ್ಲಿ ".	239	LOGISTICS/INVENTORY SYSTEM	ş	ė	3	ę	ě	9
÷, '., ~.	248	AIRPORT DATUM NONV.	ę	Ø	e	ę.	8	₹
5.C.Y.	244	SYSTEM INTEG. SUPPORT	ş	ð	Ą	54650	8	\$
	248	NAV AID/ATS FAC.	ş	8	e	2366	ę,	5
4, 2, 4,	343	AIR NAM/ATE SYSTEM SUPPERT	ě	į.	£	5588	6	3
	€44	FRED/SPECTRUM ENGIN.	ê	ċ	ŕ	480	9	ł
H, Ú, ₹,	285(84)	PIB TESTERS FOR MAINTNES HUBS	a	2	ş	ð	8	6
F.11.	287(84)	MECHANIZO MATERIAL HANDLO SYST	3	e	8	6760	•	e
H, L, N,	287:341	COMPLITER-BASED INSTROTO TRMALS	Ş	0	6	8	8	è
н	288(84)	EXPLOSIVE DETECTION SYSTEMS	ş	· e	6	0	9	ě
H. J. M.	NA (85)	AIR SCIENCE CURR GRANT	è	ð	ş	5388	•	3
H*.		TOTAL	કે. કેઇ∛		5	97, 983	è	22, 289

AIRCRAFT AIRCRAFT AIRCRAFT AIRCRAFT AIRCRAFT AIRCRAFT AIRCRAFT	25 0 292 (84)	AIRBORNE LORAN-C SPECTRUM ANALYZER TURBO PROP AIRCRAFT HEAD-UP IN SIMULATOR TURBO PROP AIRCRAFT PROCURE AIRBORNE MLS PROCURE LASER RANGE FINDERS	# # # # # #	6 6 6 8 9	0 0 0 0 1000 700	6 6 6 6	8 : 8 8 8 8 8 8	3 4 8 8
ALECRAFI	1781037	TOTAL	ę	0	:700	ę	è	ę
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		GRAND TOTAL	484897	142839	539451	273353	i	28461
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	.11	CARRIER AND EXPORT RADAR			:	,		2
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ART01	243(84)	CHPLOT ALRIZKIN SAFE AUT WENC		3	3	9	•	3
F3732	243(34)	EN ATE RUTOMATION HABBLE IMPO		3		ę	9	6
48700	249(84)	REPLACE PRICE/ROSS TONE EPPI		3	ą	3	8	ð
2777	250 (34)	INTEGRATE AGNADA FARRON ONTR		9	3	ě	3	2
17301		IRRANICE NABIN ENHANCEMENTS		3	ę	3	0	3
	250 (34)	THE SEE PRICE CONSIDERATION	è	ě	2	ş	a	3
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44750	253 (84)	TALL TALES COME TARRESPORT	•	•	•		•	
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10 4 233	285	AIRPORT SUBFACE DETECTION	51558	9	3	ફ	Ą	6
ieini Timini	28	ALAFORT BURVEIL, RADAR	3	ę	E233	ર	ě	ð
	237	TERMINAL RADAR SYSTER	8	9	62-5	*	2	8
1 3 ×533		STRUCKUT WER AGEN LEBOON	31488	3	è	ą	8	9
104711	281		2,146	į		78849	ð	9
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		PROME TERMINAL EDM.	₹	9	3	7354	8	_
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		PROVINCE ARREST LANG MEMORY	8	¥	ð	₹	•	6
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RIRNAV	217	VOR, DNE, VORTAC REPLACEMENT	ŧ	ė	8	21260	ş	ø
alavay	216	LORAN-C	8	SAME			e	ð
ATSHAV	219	RM-DIRECTIONAL RADIO BEACON	₹	ě	6	683	ě	ę
ATRNAV	ટટહ	MES AND MALSR	B	Ą	46685	ě	ð	ě
ALANAV	221	APPROACH LIGHTING SYSTEM	24549	e	è	e	e	ě
A) TUAV	222	ALOS	ş	21225	0	ę	3	g
A1879A	223	WINDShEAR	19866	ě	8	ર	õ	ę
A. 3	234	ALNAPY END LIGHTS	ß	.3 e*	?	4538	3	e
£ 737. 4.	235	PASSISION APPROACH PARK	ę.	ę	2506	è	₹	\$
4,5,50	226	STRAIGHT-IN, NON-PREC. APPROH.	ô	3	ě	1881	3	રે
ALE AL	227	THRESHOLD LIGHTS	\$	6	e	1332	é,	3
419.4	ئ <u>ۇ</u> ۋۇ	RINWAY VISUAL RANGE	6232	3	\$	ð	ě	3
FIF.FV	223	AIRPORT APPROMISANTING ALD FAC.	e	\$	2610	ક	9	ę
417-11	279(64)	EST VISUAL APPRON SLOPE INDIC	ş	3	e	ð	હે	3
F13 (6)	258 (84)	IMPROVE ILS FACILITIES	ð	8	0	9	ø	6
ALRYAN	288 (841	IMPROVE VISUAL AID FACILITIES	8	ę	e	ę	ર	ç
414.27	281 (84)	PRVDE ADD'L PACILITIES TO ILS	રે	0	8	ð	e	e
41.4%20	282 (84)	PRECISION LANDING AID IMPRVMNTS	3	e	&	ð	ક	Ş
ATA AV	NA(E4)	ESTABLISH ILS	\$	ē	6	Ą	ę	e.
414/20	44 (85)	MASER W/ RWAY ALS WAT IND LIGHTS	à	9	8	ø	3	ũ
AJENI.	NA (85	KAVAIDE ADDED BY CONSRESS	ě	Ô	8	\$	æ	ટ
417,47	NA (85)	ILS POLICY CHANGE	e	₹	3	ę	ę	5
:::::ā.		1614_	58,669	32, 225	53, 281	38, 814	ě	3
-,,	231	NATYL RADIO BOX. SYSTEM	. a	a	e	8	ş	19782
H, Y.	23E	UNMANNED FAA FAC. AND EQUIP.	•	6	ę	32734	ę	2
٠ ٠.	233	AIRAGRT CABLE LOGA	17248	e	e	9	è	8
·	234	MARGVE/REPLACE POWER SYSTEM	\$	ę	8	6443	è	5
	23E	JAG DESIGN SYSTEM	\$	3	2	18888	è	ì
- · · · · ·	2,36	ACQUIRE CAND/EASEMENTS	3	8	\$	11268	ē	3
	337	MAINTENANCE CONTROL CENTERS	3	ē	8	11900	3	5
-, -, -,	124	PROVICE TEST EQUIP.	\$	ð	e	3658	Ĉ	3
· · · .	277	LOGISTICS/INVENTORY SYSTEM	ş	ě	ē	3888	3	3
* * .	243	AIRFORF DATEM MONV.	ĝ.	9	1988	e	3	3
	ي څخي	SYSTEM INTES. SUPPORT	3	3	ß	57200	₹	ě
• . •	1-1	NAV ACEMATO FAC.	Ş	3	\$	2300	3	5
	1-1	FIR NAVIATO SYSTEM SUPFORT	2	ė	ર	5888	ě	\$
		FREDVERFEDTRUM ENGIN.	\$	₹	e	552		3
*.	255.34	POB TESTERS FOR MAINTNOS - 4985	?	ž	e	e	₹.	3
	137.34.	rechanto material pandio syst	5	8	ď	8	3	
	281 (24%)	LUMPUTER-PASED INSTRUCTY TRYILS	2	à	ě	8	?	5
		E 40 LOGIVE DETECTION SYSTEMS	5	ę	ě	6	ě	ફ
	GE (BE)	ACR SOCIENCE CORR GRAVE	3	2	8	8	2	ċ
• .		79742	17,248	8	1,000	154,777	?	15, 780

ALHERAFT	246	ATRBORNE CORAN-C	a	1500		•		•
AIRTRAFT	247	SPECTRUM ANALYZER	ŧ	ŧ	6	1125	0	0
41,303457	2 4 3	TURBO PROP ALRORAFT	3	2	e	4433	0	ě
A1313277	₹ 4 5	HEAD-UP IN SINULATOR	150	ę	0	8	0	9
4,4,4457	258	TURBO PROP AIRCRAFT	*	ę	ø	13300	ě	8
PIRCRAFT	292 (84)	PROGURE ATRBORNE MLS	8	e	0	ð	8	9
40034	175(85)	PROCURE LASER RANGE FINDERS	è	ŝ	ર	ę	8	ð
4,3,347		FOTAL	153	1582	3	18856	ę	e
4, 7, 7,	25.1	FAA TECH, GENGER LEASE	3	2	ð	5298	ð	3
1 1 1	252	FIRE TEST FAC.	ę	ě	ę	875	8	8
	25 .	DYFLIGHT FIRE TEST FAC.	:423	ž	6	ø	ě	2
<u> </u>	255	ADRPORT IMPROVENENTS	1823	9	e	6	ð	8
	153	TECH. CENTER HELIPORT	ફ	520	ê	e	ş	2
B, 7. 7	257	MAS FIELD SUPPORT	ફ	b	736	ě	€.	ક
	25 8	ริสต์โดร์ หรือยื่นได้เพียงโ	ě	3	8	228	ą	ş
υ, Ξ, Ξ,	259	ENGIA. SERVICES EQUIP.	ę	9	275	ŧ	•	ě
$5, 7, \overline{1}, \overline{1}, \overline{1}$	255(84)	CONSTRUCT TECH SUPPORT FACILITY	8	3	6	8	8	
5.7.5.	297 (84)	PROVIDE EPA STD COMPLIANCE CAP	e	ð	e	e	8	9
<u></u> ,	293 (34)	ENHANCE COMPUTER LAB FACILITIES	è	3	0	e	e	8
ς, ⊤, <u>ξ</u> ,	298 (84)	ATOSE UPGRADE	e	ě	8	6	0	8
-, -, <u>-</u> ,	299:84-	EVHANCE WAS DOCUMENT'N FACILITY	ş	ð	ş	8	ŧ	\$
υ, Τ, Ε.	398 (84)	ENHANCE GEN PURPOSE COMP FACIL	ફ	ě	0	8	9	0
	(88(85)	ENHANCE AVIATION SECURITY LAB	ş	ø	8	ð	•	8
	.63 .857	POWER BONDOTIONING SYSTEM	ક	e	ø	8		e
	<u> 12 - 85 - </u>	NAS SOMUL SUPPORT PAGELITY	3	ð	3	e	ą	5
1.7.3.			3,223	ક્શ	1,811	6, 365	e	è
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The East	1.2_	HIR FELICOPTER (1) FUNDING FX	NDS AF TER :	: 988	(8) 28638 PER	YEAR	
			. AVERAGE GA			(9) 8300 PER		
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j = 2:12%			. 5882 PER 1			(11) 6500 PER		
5 - 12	-		, 5000 FER V	_		(12) 488 PER Y		

- 5) 5800 PER YEAR (11) 6500 PER YEAR (6) 5000 PER YEAR (12) 480 PER YEAR (7) 2700 PER YEAR (13) 1500 PER YEAR

F&E (1984/	1985/19 8 6 RUDGET)	13-Nov-85						
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as701	191	LONG RANGE RADAR	Į	ě	392100	ĝ	õ	à ¢
88702	:98	RADAR MICROWAVE LINY	e	0	121628	8	į	ş
99777	193	NEXT GEN. WEATHER RADAR	248508	e	ě	ā	ð	ě
ARTOC	194	ATT FACAR BEACON SYSTEM		ę	ę	2	6	3
		CHIPOVE AND EN ROUTE RADAR	ą	3	24282	ê	į	ફ
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ARTIT	222	IMPROVE EN ROUTE COM.	3	ž	34888	2	ę	ē
	244(84)	PROVIDE RKL TRUNKING	8	ş	a	3	â	ą
	246(84)	PROVIDE CENTER WEATHER PROC.	ė	8	9	ł	3	ė
	249(34)	ENFLOT ALRIVAIN SAFE ALT WANG	ě	ą	ð	3	3	ā
	245(84)	EN RIE AUTOMATION HROURE IMPRY		8	į	į	è	ę
	249/341	PEPLAGE APTEC/SCAS TONE EXPT	3	ì	3	ē	è	ì
#8 J.	252 (84)	INTEGRATE MONRER APPROH CATALS		į	ě	8	ં	2
	258(84)	PROVIDE NADIN ENHANCEMENTS	à	į	ž	ě	à	2
	251 (64)	PROVIDE ARTCO CONSCLIDATION	è	è	9	3	è	ė
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7. 2.	225 WT.	14 20 01102 CO & MANDAGUCALO	•	•	·	·	•	·
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71,4395	204	REPLACE BIRADRI SURVEIL. RADAR	3	a e	125.22	ફ	Ė	ą
704770	EPE	ADMINIST SURFACE DETECTION	9.	8	6	ઠ	è	ę
TIALLI	111	AIRAIRT SURVEIL. RADAR	3	?	35000	ð	?	ટ
TOATUE	107	TERMINAL RADAR SYSTEM	ટ	8	3000	ð	÷	6
72611	223	SUBTACK NEW YORK TRACON	ė	?	j	ફ	õ	ę
Tip 170	205	JAB PEROTE MENITORING	ì	خ	ę,	195500	e	9
71,100	3.2	SSTABL CONTROL TOWER	2	3	ą	ę	3	18288
71477	21.	REPLACE TERMINAL FACILITIES	12888	ş	ę	e	3	9
11.1.1	1.1	Madery, Redar APPROACH FACIL.	49528	ફે	ċ	ð	2	3
11,411	213	INTES. COM. SHITCH SYSTEM	ફ	ð	3	3188	5	9
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413840	218	_ORAN-C	ş	8	ě	8		
41AAEU	219	XM-DIRECTIONAL RADIO BEACON	Ş		à	24 08	4	•
ATRNAV	22 ê	TLS AND MALSR		è	628888	6	2	į
A PANAL	221	APPROACH LIGHTING SYSTEM	62100	3	6	ě	9	3
414440	335	augs	8	103480	9	ė	3	3
6.3.20	223	WINDSHEAR	4788	ę	?	8	e	?
	224	RUNGAY END LIGHTS	8	ð	ė	33508	3	3
K130.60	325	PRECISION APPROACH PATH	ě	ł	ટસ્ટરહ	9	8	,
213.40	325	STRAIGHT-IN, NON-PREC. APPROH.	3	ą	ą	15888	ě	3
£ 13.50	227	THRESHOLD LISHTS	2	è	8	13166	ż	,
1,3,4	223	RUNMAY VISUAL RANGE	24283	ş	ø	9	à	,
$\mathcal{L}^{+}(X, \mathcal{L}_{V})$	225	FIRPORT REPROMYLANDING AID FAC.	Ċ	e	3646	ę	8	ė
208,40	279(84)	EST VISUAL APPROH SLOPE INDIC	3	a	8	ě	à	3
2020	263 (84)	IMPROVE ILS FACILITIES	ş	ē.	è	į	ė	,
AIRVAV	263(84)	IMPROVE VISUAL AID FACILITIES	ě	ě	è	ě	ě	3
PIRMAV	281 (84)	PRVDE ADD'L FACILITIES TO ILS	į	e	ě	ě	8	3
479848	282(84)	PRECISION LANDING AID IMPROMATS	ě	4	à	è	A	3
905,20	NA (84)	ESTABLISH ILS	ě	ě	è	ė	ě	ટ્ટ
2000	NA (85)	MASER W/ RWAY ALGAMAT IND EGATS	3	į	,	2	á	ş
27 F1,4V	XA (85)	NAVATOS ADDED BY COMBRESS	į	ě	į	ş	ē	ą
21,3544	MA(85)	DLS POLICY CHANGE	3	ş	ė	ě	å	3
115,17		TOTAL	31,000	103, 438	549, 849	187, 2N	8	2
-, ., *,	231	MATTE RADIO COM. SYSTEM	a	8	ş	2	e	57288
-, -, *,	232	UMMANNED FAA FAD. AND EQUIP.	ę	ē	ě	85208	è	2.26
-, -, -,	233	AIRPORT CABLE LOOP	66588	ê	\$	8	ð	į
, ~ .	234	CHERONE/REPLACE POWER SYSTEM	è	ě	ē	42003	ě	ફે
	235	DAG DESIGN SYSTEM	2	ą	3	}	8	2
- 1.	236	PIGLIFI LAND/EASEMENTS	ę	3	ķ	39788	ð	,
-1-1-6	237	MAINTENANCE CONTROL CENTERS	ž	ě	à	ē	ą	ą
-	: 72	PROVIDE TEST ENGIA.	ě	ę		28388	8	ą
-, -, -,	133	LOGISTICS/INVENTORY SYSTEM	ę,	ą	ž	8	à	ð
-	1-1	STAPORT BATCH NONV.	è	õ	7888	ě	ā	શ
-, -, -,	i-,	SKEMEK ENTES, SUPPORT	2	į	9	491788		₹
	1.1	147 405 ATC FAC.	,	è	ě	15900	•	٤
, -,		ALF NAVIATO SYSTEM SUPPORT	÷	,	ž	48508	ě	3
		FREDVEREGTALM ENGIN.	;	è	e	5988		ş
٠,٠٠,		FOR TESTERS FOR MAINTAGE HUSS	ક	_	ટ	3 200	à	è
-	287 S+.	133-ANTER MATERIAL HANDLO SYST	ą	Į.	ક	8	ę	ž
	367:5•/	DD: PUTER-SASED INSTRUMENT TRANS	à	ì	ę	à	À	1
	181.4.	EPOLISIVE DETECTION SYSTEMS	ş	ě	g	ě	7	3
	Asif,	ACR SOCIENCE CURR GRANT	2	3	ð	8	Ę	2
· · · · · ·		14701	88.688	e	7. 000	738, 90 <i>2</i>	8	27, 288

ADRORAFT	ટ્રેયફ	ATRBORNE LÜRAN-E	ę	Ą	e	e	ě	ą
ATRIBATI	247	SPECTRUM ANALYZER	ø	ě	ę.	è	è	e
2130325	ટ્રેટ્સ	TURBO PROP AIRCRAFT	ð	8	a	à	į	ě
AIFDRAFT	249	HEAD-UF IN SIMULATOR	ł	e	e	e	į.	ě
4,5,36,7	258	TURBO PROP ALRORAFT	į	ş	ē	-	3	à
AIRCART.	292 (84)	PROCURE AIRBORNE MLS	\$	e	0	e	ė	è
1117,845	.76(85)	PRODURE LASER RANGE FINDERS	ě	8	e	e	;	ð
41505551		TOTAL	ę	ĝ	ę	e	ł	e
-1 1 -1	253	FAA TEDA, BENTER LEA SE	2	į	ź	3:742	÷	ê
Ε, Τ. Ε.	253	FIRE TEST FAS.	è	e	ę	8	2	ę.
ī, ī, ī,	ŞF. <mark>↓</mark>	INFLIGHT FIRE TEST FAC.	3	ð	3	ě	:	ą
J. T. E.	i f	ATRIGAT IMPROVEMENTS	3776	ê	ė	2	2	ē
<u></u> .	áuá.	TECH. CENTER HELIPORT	3	ŧ	ě	ě	à	ē
₽. T. E.	257	NAS FIELD SUPPORT	ş	è	ę	a	8	ě
Ξ, Ξ, Ξ,	258	SWITCHING EQUIPMENT	3	ş	ø	ø	3	ð
D, T. E,	259	ENGIN. SERVICES EQUIP.	ę	ŧ	1500	ě	e	0
ē, ī, Ē,	298(84)	CONSTRUT TECH SUPPORT FACILI	ty a	8	6	8	6	e
2, τ, Ξ.	257 (84)	PROVIDE EPA STO COMPLIANCE C	ap e	3	e	e	ė	ø
ο, τ, ε,	298(84)	ENHANCE COMPUTER LAB FACILIT	ies a	9	0	0	2	6
D.T.E.	296 (84)	ATOSF LAGRADE	8	ð	9	e	ę	ē
J. T. E.	299(84)	ENHANCE WAS DOCUMENT'N FACIL	ETV 8	ø	ĝ	e	e	ą
Ξ,Ξ.Ξ.	308 (84)	ENHANCE GEN PURPOSE COMP FAC	IL 6	0	ę.	9	e	8
ī, ī, ž,	188(85)	ENHANCE AVIATION SECURITY LA	3 8	¥	8	e .	. 3	ą
	183485	POWER CONDITIONING SYSTEM	3	9	ę.	8	ě	ę
1, 1, 5.	44(35)	NAS SIMUL SUPPORT FACILITY	ê	ð	ę	ð	ð	\$
\$.7 E.		70772	3,775	ę	:,589	31,740	į	ě
33470 707	 n_		3179976	183488	1528328	1281948	3	43488
1 = TEAK]	. <u>á</u> .	a = HELICOPTER	(I) PUNDING EN	US AFTER	1988	(8) 2000 0 PE	a yega	
	SERENT/REPAIR	_ = (2004) (%4595)	(2) AVERAGE OF			(3) 8388 PER		
	VE SERVICE	0 = 0vERHEAD	(3) AVERAGE OF			(10) NON-RADA		
		F FURLIC INTEREST			-	3588 ITIN (
7 - 8 - 12 \] = JET	(E) 5882 PER N			(11) 6508 PER		
} - 2=			(6) 5883 788 ((12) 488 PER 1		
			(7) 2788 FER N	_		(13) 1500 PER		
				L		1101 1000 524	: .	

3.4 R&D

The R&D budgets were based upon the 1987 R&D budget.

Individual R&D projects for the period 1984 through 1992 were allocated in the following categories:

- o air carriers,
- o general aviation,
- o IFR users (denoted as "not VFR" in the table),
- o all users.

The following tables show the specific allocations.

R&D DATABASE

R, E4D 1987 BUDGET 11-Nov-85

464RD	OUDGET	11-M0V-63						
			TOTAL DOLLARS (800) 1984-1992					
ACTIVITY	PAGE	PROGRAM						
ATC	ā	SYS. ENGIN. INTEG.						
ATC	4	SYS. ENGIN. ANAL.						
ATC	5	SYS. REQUIRE- MENTS-B-C			ę	2901		
210	7	SYS. REQUIRE-CAP, SEPAR NAV	¢	3	8	44373		
470	3	ADVANCED SYS. CONCEPTS	164 9 35	ş	J	÷		
470		TOTAL	164935	\$	3	112517		
BEACON	341 (64)	MODE-S SURVETULANCE	\$	ş	3 275	ů.		
NOSEP	11	TCAS	22533	2	\$	\$		
COM	! 4	CORMUNMISC.	21186	a	4	a		
20s	16	COMMUNVSCS	a		71955			
50#		TOTAL	21186	0	71955	ð		
ALROCAT	17	AIRPORT	66992	ę	ş	ş		
EN ROUTE	19	EN ROUTE EXPER.	6	ę	6185	3		
F55	28	FSS	à	41864	3	8		
TERM/TOWE	21	TERM/TOWER	8	s	ş	15888		
7534	E3	AUMAN FACTORS	9	3	3898	į		
-11.	<u>ā</u> 4	ADVANCED TECH						
TÎÎ A	26				ì	128849		
FEOM		TOTAL	48911	ł	3696	120849		
5,746#7	27	OTHER RED	5	è	Ş	37126		
407 8070	31	HOST COMPUTER	98345	3	2	à		
ADV 4970		ADV. ALTOMATICA SYSTEMS				?		
43. PLTI		TOTAL	497724	?	3	2		
NPV	35	NAVIGATION	.*	9	38-26	ě		
gppy_qng	37	APPROACH/LAND	26569	?	\$	•		

WEATHER	41	NAS WEATHER	•	•	•	6:379
WEATHER	43	DOPPLER	36894	•	8	9
WEATHER	45	WEATHER RADAR	24339	•	ą	•
WEATHER		TCTAL	60433		2	61379
*EDICINE	43	AEROMED. SUPPORT	ą	0	\$	12565
MEDICINE	5:	PROTECT & SURVIVE	8	9	ş	28378
MEDICINE	53	WORKFORCE OPT.	9	ş	ş	15244
MEDICINE	53	HOMEN PERF.	6	8	ક	4566
YESTOTNE		TOTAL	3	2	?	527 53
A/C SAFET	57	FIRE SAFETY	35238	ş	ė	8
A/C SAFET	59	CRASHWORTHINESS	3	8	2	28756
A/E SAFET	6!	PROPULSION	8:	ě	e	12872
A/C SAFET	52	FLIGHT SAFETY	ø	3	25583	ş
A/C SAFET	€4	RES. DEVELOP. SUPPORT	ş	ŧ	ť	21453
A/C SAFET	6 8	AVIATION SECURITY	581 8 3	Ą	8	8
A/C SAFETY		TOTAL	87341	8	25589	63881
ENVERON	72	4/0 EXISSIONS	4587	0	3	3
ENVIRON	72	A/C MOISE	9	e	ę	21188
ENVIRON		TOTAL	4607	9	ż	21138
37400 TZT4 <u>(</u>			1881231	વે દે શેની વે	141846	489825

A, E&D 1987 BUDGET 4848084		11-Nov-65				
			384			
ACTIVITY	Page	PROGRAM	AIR CARR.		OT VER	ALL
976	3	SYS. ENGIN. IATEG.	ş	ð	ę	1538
ATC	4	SYS. ENGIN. ANAL.	Ą	ð	ě	5 85
470	5	SYS. REGUIRE- MENTS-B-C	ŧ	ę	?	šì.
बार	?	SYS. REQUIRE-IAR, SEPAR NAV	è	2	3	4375
9 75	9	ADVANCED SYE.	:4318	3	į	ł
376		TOTAL	1#318	ş	ş	7684
BEACON	341 (84)	MODE-S SURVEILLANCE	ş	ě	2867	ð
NOSEP	11	TCAS	9836	8	ŧ	2
com	14	COMMUNMISC.	5831	6	ě	a
564 564	16	COMMUNVSCS	ð	8	3523	e
66 #		TOTAL	5031	9	3523	ě
AIRPORT	17	AIRPORT	3878	3	ė	å
EN ROUTE	19	EN ROUTE EXPER.	ě	ě	1532	ŧ
£35	23	F\$5	ê	4450	ę	ş
TERM/TOWE	ž!	TERM/TOWER	ě	ē	ર	1132
HI3T	23	HUMAN FACTORS	2	2	::58	ð
720d	24	ADVANCED TECH	3984	э	Ē	8
TECH	36	LONG RANGE RESEARCH	ð	3	ş	ę
7504		TOTAL	3984	5	1158	\$
Success	27	OTHER RID	\$	è	ş	3634
ABV AUTO	31	HOST COMPUTER	52845	ą	ş	ş
ADV AUTO		ADV. AUTOMATION	95020	8	8	
HUV HUNU	30	SYSTERS	<i></i>	·	•	•
ADV AUTO		707AL	147355	ě	ş	ð
NAV	35	MAVIERTION	5	•	1773	8
APP/LAND	37	APPROACH/LANS	3836	ŧ	ð	à

WEATHER	41	NAS WEATHER	8	ŧ		6892
WEATHER	43	DOPPLER	8427	ŧ	ð	æ
WEATHER	45	HEATHER RADAR	220	ð	3	ş
LEATHER		TOTAL	8647	è	Ŕ	6892
MEDICINE	43	AEROMED, SUPPORT	ē	e	å	967
MEDICINE	51	PROTECT & SURVIVE	ę.	8	ě	1326
MEDICINE	53	WORKFORCE OFT.	3	•	;	1733
MEDICINE	53	HUMAN PERF.	ŧ	ĉ	રં	373
redicine		FOTAL	ર	3	2	4399
P/J SAFET	57	FIRE SAFETY	2555	3	8	ð
A/O SAFET	59	CRASHWORTHENESS	8	3	ð	4825
F/C SAFET	£1	PROPULSION	ě	- ₹	S	1315
A/C SAFET	63	FLIGHT SAFETY	3	3	3265	\$
a/C SAFET	64	REG. DEVELOP. SUPPORT	\$	e	è	3
A/C SAFET	66	AVIATION SECURITY	2598	3	\$	3
A/C SAFETY		TOTAL	6153	ş	3265	5343
ENVIRON	78	A/C EMISSIONS	35€	Z	į	ş
ENVIRON	72	A/C NOISE	ş	ę	ş	1679
ENVIRON		TOTAL	250	3	ð	1679
SPAND TOTAL			198798	4458	14118	38682

ñ, 280-198 464ñD85	17 SUDGET	1i-Nov-85				
			TOTAL DÜLLA	NS (888)	1985	
PETIVITY	PAGE	PROGRAM	AIR CARR.			ALL
£-1	3	SYS. ENGIN. INTEG.	ą	e	ê	ક્ષેટ્સ
2 70	4	SYS. ENGIN. ANAL.	ş	ę	ę	1741
4TI	5	SYS. REQUIRE-	ş	ř	?	266
A15	7	MENTS-8-C SYS. REGULAE-CAP, SEPAR., NAV	3	ş	ż	3555
270	ģ	ADVANCED SYS. CONCEPTS	11873	e	3	?
27 C		TOTAL	11873	3	3	13584
BEALON	341 (84)	MODE-S SURVEILLANCE	ě	9	486	ð
VESEP	11	TCAS	6505	ě	2	ı
06₹	14	CORTUNMISC.	5912	ą	ě	ę
55*	 :6	CommunVSCS	37.2		3288	3
	• •		-			
064 -		TOTAL	5912	ş	9288	9
21320ST	£7	AIRPORT	3205	ð	ð	ş
EN ROUTE	19	EN ROUTE EXPER.	8	9	1662	ě
455	23	F55	e	5104	ě	ð
TERM/70#5	21	TERM/TOWER	ø	ş	ę	1787
12.1	23	BUMAN FACTORS	ę	ર	562	ì
7505	24	ADVANCED TECH	3688	\$	ċ	હ
F <u>E</u> 04	ટેક	LONG RANGE RESEARCH	e	ę	ş	\$
700-		TOTAL	3688	?	562	\$
8,77097	27	OTHER R&D	ł	ê	ડ	3453
40V 46T3	3.	HOST COMPUTER	32426	ě	ê	ł
40V -012 40V 4970		ADV. AUTOMATION		į		à
		SYSTEKS				
ADV AUTO		TETAL	152758	3	:	ě
VAV	35	NAVIGATION	\$	s	20.1	•
750 (T5 <i>4</i> 5	37	APPROACH/LAND	2853	ş	Į	5

WEATHER	41	NAS WEATHER	ð	0	ş	9136
WEATHER	43	DOFFLER	6346	•	ŧ	
WEATHER	45	WEATHER RADAR	3	ė	3	ş
KEATHER		TOTAL	6346	ę	ş	9136
TEDICINE	49	AEROMED. SUPPORT	ą	ş	ą	1863
MEDICINE	51	PROTECT & SURVIVE	ð	ક્ષે	ð	1582
`EDICINE	52	WORKFORCE OFT.	3	3	į	1516
REDICINE	53	HUMAN PERF.	ş	Ė	છે	519
MEDICINE		TOTAL	ð	3	ð	4599
A/C SAFET	57	FIRE SAFETY	3664	è	ŧ	8
A/C SAFET	59	CRASHWORTHINESS	Z	8	8	3453
A/C SAFET	51	PROPULSION	ż	ð	3	1029
A/C SAFET	62	FLIGHT SAFETY	8	3	2129	ą
A/C SAFET	64	REG. DEVELOP. SUPPORT	ę	\$	8	8
A/C SAFET	38	AVIATION SECURITY	3937	ð	2	9
A/C SAFETY		TOTAL	6681	ð	2125	4482
ENVIRON	78	A/C EMISSIONS	375	\$	ş	e
ENVIRON	72	A/C NOISE	₹	6	e	1625
ENVIRON		TOTAL	375	ş	8	1625
GRAND TOTAL			228115	5184	16858	38716

R, E4D 193 464RD66	7 BUDGET	11-Nov-95				
			TOTAL SOLLA	35 (8 88)	1986	
ACTIVITY	PAGE	PROGRAM	AIR CARR.	68	NOT VER	ALL
ATC .	3	SYS. ENGIN. INTES.	ě	ð	ð	7700
ATC	Ġ.	SYS. ENGIA. ANAL.	ŧ	ě	3	2313
ATC .	5	SYS. REQUIRE- MENTS-B-C	?	5	ş	5,7%
HT2	7	575. WEDUIRS-OAP. SEPAR NAV	č	3	ý	-115
ATC	9	ADVANCED SYS. CONCEPTS	18893	?	ŧ	è
ATC		TOTAL	18583	3	\$	14838
BEACON	341 (84)	MODE-S SURVEILLANCE	è	9	ě	Ÿ.
NOSEP	1:	TCAS	3477	8	ę	9
COM	14	COXMUNMISC.	1721	\$	ē	ě
00 ™	16	COMMENVSCS	ક	ટ	14778	3
ECM		TOTAL	1781	ş	14778	?
ADRPERT	17	AISPORT	3537	ş	ķ	ş
EN ROUTE	19	EN ROUTE EXPER.	8	ð	593	ę
F8S	EQ.	F\$5	\$	2354	\$	ę
TERM/TEX	E 81	TERKYTOWER	ş	\$	ě	273
TEOM	23	HUMAN FACTORS	?	2	267	ě
TEOh	Ĉ4	ADVANCED TECH	998	ě	ક	5
TECH	25	LONG RANGE RESEARCH	ઢ	ş	ą	à
TESm		terau	998	ર	267	ş
Shobûsî	75	CHER RED	ę	ŧ	ě	3647
ADV AUTO	31	HOST COMPUTER	3218	3	B	2
ADV ALTO	32	ADV. AUTOMATION SYSTE≪S	181519	ŕ	8	ę
ADV AUTO		TOTAL	124737	3	ê	à
NAV	35	NAVIGATION	ě	ş	:593	8
appycand	37	APPROACH/LAND	: 453	3	ê	2

HEATHER	41	NAS WEATHER	0	•	8	5782
Weather	43	DOPPLER	38 98		8	8
WEATHER	45	JEATHER RADAR	8	e	e	\$
WEATHER		TOTAL	389 8	è	ė	5782
MEDICINE	49	AEROMED. SUPPORT	3	ě	3	1176
#EDICINE	51	PROTECT & SURVIVE	ę.	ŧ	è	8:63
MEDICINE	53	WORKFORDE DOT.	2	ê	2	:257
MEDICINE	ΞΞ	HUMAN PERF.	ę	ę.	ę	413
rEDICINE		T074L	a	8	ð	4918
A/C SAFET	57	FIRE SAFETY	3693	ě	8	e
976 SAFET	59	CRASHWORTHINESS	\$	8	3	2557
A/E SAFET	61	PROPULSION	\$	ŧ	æ	3213
4/C SAFET	62	FLIGHT SAFETY	3	•	2555	2
A/C SAFET	64	REG. DEVELOP. SUPPORT	ę	•	ę	\$
A/C SAFET	88	AVIATION SECURITY	17271	ê	e	8
A/E SAFETY		TOTAL	28964	ę	2555	4778
ENVIRON-	7ê	A/C EXISSIONS	375	2	ð	2
ENVIRON	72	A/C NOISE	ફ	ě	હ	1625
ENVIRON		TOTAL	375	2	3	1825
SRAND TOTAL			151 99 €	2354	19998	35566

R, E&D 1987 464RD88	7 BUDGET	11-Nov-85					
			TOTAL DOLLA	RS (888)	1988-1993		
FETTVITY	P265	PROGRAM	AIR CARR.		NOT VER	ALL	
ATC	3	SVS. ENGIN. INTEG.	8	ą	ė	23300	
ATC	4	EVS. ENGIN. ANAL.	0	ŧ	Ş	8387	
ATI	Ē	SYS. RECUIRE- MENTS-9-C	ş	3	3	1631	
3 70	7	SYS. REDVIRE-CAP. SEPAR., NAV	ð	ş	\$	23573	
416	3	ABVANCED SYS. CONCEPTS	11,8859	ę	i	3	
aT0		TOTAL	118899	\$	ş	57511	
AGGREG	341 (84)	made-s Surveillance	. ક	4	ş	Ē	
NOSEP	::	TEAS	ě	8	ŧ	9	
204	14	communMISC.	4991	ŧ	8	ð	
00M	16	SOMMONVSSS	3	8	13178	\$	
I0 %		TOTAL	4991	e	13178	3	
Algagen	17	AI RADAT	48589	8	9	ę	
EN ROUTE	iş	EN ROUTE EXPER.	ş	ş	1871	ę	
F\$3	28	FSS	2	24796	2	å	
TERY, TOWE	i äi	TERM/TOWER	ş	ř	ę	7227	
TE0#	23	HUMAN FACTORS	3	ą	1447	3	
TEOR	24	ADVANCED TECH	37083	ė		3	
7254	26	LONG RANGE RESEARCH	ę	e		102650	
TEEn		· TOTAL	37889	\$	1447	123658	
ELARCAT	27	OTHER RAD	ø	3	è	28739	
2784 3747A	₹.	HOST COMPUTER	ę	3	3	5	
ABV AUTO		ADV. AUTOMATION			e	\$	
HOV HUID	JC	SYSTEMS	.031	•	,		
ABV AUTO		TOTAL	73584	2	i	ŧ	
NAV	35	NAVISATION	š	i	2.225	ş	
220/02/2	37	APPROACH/LAND	15335	į	, .	₹	

REATHER	41	NAS WEATHER	8	ŧ	ŧ	315%
WEATHER	43	DOPPLER	18035	ě	ę	9
MEATHER	45	WEATHER RADOR	22838	e	2	ę
REATHER		TOTAL	32163	\$	ę	31598
YEB.CINE	43	AEROMED. SUPPORT	3	ş	3	8122
MEDICENE	<u>.</u>	PROTECT & SURVIVE	è	\$	\$:3558
MESICINE	52	ଜ ଞ୍ଚ∢ଟ୍ଡନ୍ତି≅ ଡ଼େ*,	3	\$	9	3374
MEDICINE	53	AUMAN REAF.	Ą	3	ş	2334
MEDICINE		7074	ş	3	e	32788
AVO SAFET	57	FIRE SAFETY	19636	ą	ą	ð
A/C SAFET	53	CRASHWORTHINESS	3	ð	ð	16236
A/C SAFET	6:	PROPULSION	ş	9		11285
A/C SAFET	62	FLIGHT SAFETY	8	ð	14075	ş
A/C ERFET	64	REG. DEVELOP. SUPPORT	<i>હે</i>	ě	e	28653
A/E SAFET	88	AVIATION SECURITY	16583	3	8	\$
AJC SAFETY		TOTAL	36422	a	14076	48144
SAVIRON	78	4/C EMISSIONS	3888	e	\$	ę
#SRIVY3	72	A/C NOISE	Š	ě	ę	13936
ENVIRGN		TOTAL	3882	ş	e	13936
GERNO TOTAL			392194	24756	51191	31 46 51

3.5 Airport Grants

The population of airport grants is segregated into two categories:

- o primary airport grants,
- o all other airport grants.

The former were allocated among passenger air carriers based upon enplanements; this allocation procedure is based upon the 1982 Airport Improvement Program legislation.

The remainder of the airport grants were allocated based upon a sample of grants for each of the remaining airport grant categories:

- o commercial services,
- o reliever,
- o general aviation.

The results of these samples were then extrapolated to the entire population of grants in each of these categories.

It should be noted that each of these grant categories were further segregated into two groups: large and small grants.

This procedure was employed to ensure that the sample results would not be dominated by only a few large grants and their allocations.

The following tables show the sample results.

COMMERCIAL SERVICE SAMPLE RESULTS

A/P CATEGIAY	(4) (5)	AVE NAME STANDOR COLUMN	1410 1414 1416	3 8	COC CANN #	6.103083 6.10308	ਵੀ ਹੈ ਹ	14 (E) 18E =	발 (3 설 -	8 00	i i	· ·	·连::	A S	95 (S)
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	ΰ.	W. P. PELLONG	Ē	Ę,	\$ 5	173, Sugar	**************************************	3,000	00.0	0.0	10.00	27.75	no a	3:5	11,160
	::	P111-GEENVILLE	ź	3	(3)- 4 (1)	\$157, 550	3.3	3.6	90.0	0.1		· ·	¥1		6.95
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THEMS-SO	12	(SRANTS=7	TOTAL \$			\$1153¢	3.80%	14,292	0.607	15,38.	5.571	22.1	75, 537		75 T
			FOTAL ALLUCATED \$	SOCATE	• • • <u>•</u>	\$12-160-484	\$462,104	5462,104 - \$1,7,57,212	<u> </u>	\$1,969,735	08 W.	** 1.00 mg	101 100 100 100 100 100 100 100 100 100	157,524	\$79.641
	ន	PITT-GREENVILLE	Ä.	Fê	04-80	\$166,000	Ů.Ü	9,6	6,00	0.35	j. ()	14 15	9.0	·sir*t.	(4) °(4)
	ខ	LACENIA MUNI	æ	::	03-84	\$176,400	0.00	35°6	6.0	0.33	9.00	13.	0.33	36.3	ý. ú
	೮	MERCER COUNTY	ž	7 -	01-33	\$237,134	90.0	6.01	3	9.0	9.0	:. :::		: 6: - 6:	0.17
	O	LAWRENCE MUNI	O	Ę	78-10	\$230, 308	0.0	6.6	3	ः •	90°0	1.6.1	36.0	(E)	3
	క	LAWRENCE MINI	50	ğ	01-82	\$655,452	3.0	0.60	3.0	0.3	0,00	0.51	9.9	S. 3	9,0
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			รับรละ คะเบิดหาร์ม 🕏	LÜCATE		\$73,877,368	781/7084	\$ 105,174	:	\$13,548,724	\$2,945,712	49 (413) 548-724 (42,945-712) (425-170,145) (415-711-24) (47,025-734 (4.25-175)	162,016,016	\$7.035.534 ·	47,356,478
CS-70TAL			TOTAL (S. 4 Z OF TOTAL (S. \$	ક • ક	•	\$\$5.037.72 \$1.264.286 \$1.846.386 100.002 1.472 2.152	\$1,264,236 1,472	\$1,846,386 2,152	\$0 6.60%	\$15,418,4e0 17,923	13,373,015 3,42,	80 815-418-460 82-378-615 822-034-005 822-05-623 87-064-131 82-424-819 	######################################	\$7.084.131 5.213	618.824.2 4
TOTAL SURVEY S	S YEY S	\$4,423,058 \$36,037,792			14 74 44 4	7 (S-SMALL) 7 (S-SMALL) 7 (S-SMALL) 7 (S-SMALL)	14.13% 85.87% 12.15.16%								

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GA AIRPORT SAMPLE RESULTS

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	4	VERINGTIA MAT	N/	643	61-62	\$8,279	0.00	(.00	ů.ůú	G. Car	0.40	0.13	(. c.	(1.4)	0.6
	.4	SINTHER FIELD	(4)	A.J	61-15	\$12,330	v. (*)	6.00	(1, (4)	0.40	0.(4)	0.50	6.50	0.00	0.00
		FRE LATEL -MIRRY FLE	66	775	01-32	\$13,500	(4,00)	0.00	0.00	(1, (1)	Q, (*)	6, (-)	1.69	0.00	0.60
	÷	44(4)(14 MM)	ñ	100	01-12	\$15,434	0.60	0.00	0.60	0.00	9,96	0.50	6.50	$\phi_{s}(\mathbf{r})$	0.00
	÷	(ETINGEN BA)	N/	(4)	64 - 52	100.00	6,90	6,00	0.00	(1,181	0.1α	6.23	0.64	$(\hat{g}_{ij},\hat{g}_{ik})$	0.40
		HAMEETS COLATE	7.1	TOO	01-14	\$31,500	0.66	0.00	U (4)	(1,14)	9.10	w, ar	1	0.06	0.00
	÷	PREENVILLE MAI	PA	450	01-34	\$34,650	0.00	0.00	0.00	0.66	0.00	وافق راق	1.00	6,00	0.00
		FERNALINI BEAIN	FL	550	$(1, -1)^{-1}$	\$56,214	6.00	(0,00)	0.00	(1, (11)	0.00	1.58	(\cdot, \cdot, \cdot)	$(0, -\epsilon)$	0.00
	*	(LEAN MA)	NY.	OLE.	01-14	\$38,126	0,00	0.00	0.00	$(0, \phi)$	0,141), sa)	0.90	Û, (e)	0.00
	٠	FERNANDING BEACH	-ر	550	00-50	\$40,310	0.50	0.69	0.00	0.00	9.14	1.66	91.50	· (•·	Ú. (*
		SCAET MIN	49	N.	91-92	\$4⊕, (600)	u, tej	11,149	0.00	0.00	9,00	1.98	0.141	i), iei	6,0
	-	MILLETER IN NE	€ Á	91	61-14	\$49,500	o, or	á, þu	0.00	11,141	11, (4)	(-, (*)	1.59	(··	0.00
	-	FERNANDING BEACH	٠.	550	05-30	655.050	0.00	0.00	(0,00)	0.00	0,0 0	(i, 5 .)	6.50	0.06	0.0
	•	(LEM MA)	N+	ù.	01-34	\$ 57,135	0.00	0.(0)	0,00	V. 14.	(e. (e)	1.590	. (**	6.00	9.60
	•	faqihan fizli	ni.	350	(0.1 - 3.1)	\$ 55,153	0.00	0,00	0.00	(0.10)	Ú, (a)	0.00	1.00	0.00	0.00
	-	HER MOTON MAN	NV.	in.	01-31	\$50,(40)	0.00	0,00	0.00	0, (4)	0,00	6,50	4,54	6,60	(1,14)
		PERKANANTAN	ide.	M)	01-54	172.000	0.00	0.00	0.00	0.00	(*, 5)	ú. (a)	11,18	6.60	0.00
		CHANGLER MEMURIAL	Aį	1,07	01-5	\$24,702	0, (e)	0.09	0.00	Q. (4)	(டி.ரம்	0.50	(. • ,)	0.00	0.00
	ĢĊ.	HARNETT COUNTY	NE	37⊌	01-33	\$102,313	0.00	0.00	0.00	0.00	0,00	9.50	0.50	9.60	0.01
		OCEAN SHORES MUNI	100	5.5	01-32	\$144,000	0.00	0.60	0.00	0.00	0.60	0.60	1.09	6.66	0.00
	-	reamerand farish	ĹÁ	(6.1	01-52	\$145,000	o. 35	0.00	0.00	0.00	0.00	ú.65	Ú.(*)	ú. G ú	0.00
	Ģá	YER INCTINUITY	W	643	01-32	\$150,000	0.00	0.60	0.00	0,(4)	0.00	0.35	9.33	6.00	(0, 00)
		af Tim	41	AF ()	02-34	\$157,500	0.00	0,00	(), (ii)	0.60	0.00	0.33	0.33	0.33	0.60
	ĵ#	SHELBYVILLE MAI	īN	311	61-34	\$159.727	0.00	0.00	0.00	0.00	0.00	ú. 60	1.00	0.60	0.00
	À	GREATER KANKAKEE	Iι	100	02-34	\$190.000	0.00	0.60	0.00	0.00	6,00	ú. (h)	1.00	6.60	0.00
	ŒΑ	CONNELLSVILLE	PA	25	03-80	\$188,370	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00
	ئور	NEIL ARMSTRONG	ÚН	AIV	02-34	\$200,000	0.00	0.00	0.00	0 .6 0	0.33	0.53	0.33	0.00	0.09
in-she		GRATS=27	TOTAL 6			12,185,774	1.302	0.007	6.06%	0.607	5.661	41.117	51,300	1.23%	6.600
			क्षित्र स	LOCATE	9 \$	\$22,917,625	6293+227	60	\$0	6 0 (11.140.023	\$9,420,543	\$11,755,393	6232,934	\$0
		FENN VALLET													
	(44 (44	PENN VALLET SOUTHER FIELD	1614L AL PA 64	1,000ATE 586 4433	00-90 00-53	\$22,917,625 \$225,720 \$230,745	\$293+227 (0.00) (0.00)	60 0.00 0.00	\$0 0.00 0.00	60 6 0.00 0.00	0.00	6.50	0.50	0.00	0.00
			fa	Sãú	00-80	\$125,720	0.00	0.00	0.00	0.00	0.00 0.00	6.50 1.00	0,50 0,00	0.00	0.00
)4 [4	३३/गेन्स्स ११३८६ न्हर्सभ ८०/रूम	PA (A TN	SEG A()	01-80 61-53 61-81	\$225,720 \$233,745 \$246,117	0,00 0,00 0,00	0.00 0.60 0.60	0.00 0.00 0.00	0.00 0.00 0.09	0.00 0.00 0.00	6,50 1,60 0,60	0.50 0.00 1.00	0.00 0.00 0.00	0.00 0.00 0.00
	(4) (4) (4)	उध्यक्ति ग्रह्म	PA (# TN 50	\$26 403 841	02-80 01-63	\$225,720 \$233,745	0,00 0,00	0.00	0.60 0.00 0.00 0.00	0,00 0,00 0,00 0,00	0.00 0.00 6.00 0.00	0.50 1.00 0.00 0.50	0,50 0,00 1,60 0,50	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00
	(4 (4 (4 (4	ड्राजनसम्बद्धाः स्टब्स्सः (१८०८) अस्यस्य १,५३६	PA (A TN	\$20 403 841 544	01-80 01-83 01-81 01-83	\$225,720 \$233,745 \$246,117 \$246,599	0,00 0,00 0,00 0,00	6.00 6.00 6.00 6.00	0.00 0.00 0.00	0.00 0.00 0.09	0.00 0.00 0.00	6,50 1,60 0,60	0.50 0.00 1.00	0.00 0.00 0.00	0.00 0.00 0.00
	法法法法法	SOUTHER FIELS HENRY COUNTY SERVELY COUNTY SPESTVIEW-BUSIVES	PA (A (A (B) (B)	\$20 400 640 540 624	02-60 01-53 01-61 01-63 01-64	\$225,720 \$233,745 \$246,117 \$246,599 \$302,380	0.00 0.00 0.00 0.00 0.00	6.00 6.00 6.00 6.00 6.00	0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00	6,50 1,60 0,60 0,50 6,50 0,50	0,50 0,00 1,60 0,50 0,50	0.00 0.00 0.00 0.00 0.00	0,00 0,00 0,00 0,00 0,00
	医法律性原法	SOJĀRĀ PĪĒLS REMY COMPY SERIEM COMPY OPESTVIENESSVES CRESTVIENESSVES CRESTVIENESSVES	PA PA PA PA PA PA PA PA PA PA PA PA PA P	526 403 841 566 624 624	01-50 01-53 01-61 01-34 01-34	\$225,720 \$233,745 \$246,117 \$246,599 \$302,330 \$310,139	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.60 0.60 0.00 0.00 0.00	0.60 0.00 0.00 0.00 0.00 0.00	6,66 6,66 0,66 0,66 0,66 0,06	0.00 0.00 0.00 0.00 0.00 6.00	6,50 1,00 0,00 0,50 6,50	0,50 0,00 1,60 0,50 0,50 0,50	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00
	医法法德氏法法	SOUTHER FIELD HEMPY COUNTY SERVELY COUNTY OPESTABLEH BASINES CRESTABLEH BASINES ORESTABLEH MAN	PA PA PA PA PA PA PA PA PA PA PA PA PA P	\$26 400 FHT 500 624 634 636	02-50 61-53 61-61 61-63 01-64 01-64 01-52	\$225,720 \$233,745 \$246,117 \$246,599 \$302,330 \$310,139 \$315,000	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 6.00 0.00 0.00 0.00	0.60 0.00 0.00 0.00 0.00 0.00	6,66 6,66 0,66 0,66 0,66 6,66 6,66	0.00 0.00 0.00 0.00 0.00 0.00 0.00	6,50 1,60 0,60 0,50 6,50 0,50 0,60	0.50 0.00 1.60 0.59 0.50 0.50 1.60	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00
	医法法德氏法法	SOUTHER FIELD HENNY COUNTY SEEFELY COUNTY OPESTVIEWELSIVES CRESTVIEWELSIVES CRESTVIEWELSIVES OCEAN SHIFES MAN MERSY HANLOWAY C	AA TH 医乳孔病	\$20 400 FHT 500 604 500 607	02-80 01-53 01-81 01-84 01-84 01-84 01-82 01-34	\$125,720 \$233,745 \$246,117 \$246,599 \$302,330 \$310,139 \$315,000 \$322,132	0.00 0.00 0.00 0.00 0.00 0.00 0.00	6.66 6.66 6.66 6.66 6.66 6.66 6.66	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6,50 1,60 0,60 0,50 6,50 0,50 0,60 0,50	0.50 0.00 1.60 0.50 0.50 0.50 1.60 0.50	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00
	医法法德氏法法	SOUTHER FIELD —ENY COUNTY SEEN ELY COUNTY OFFENTIONERS SIVES CRESTVIEWES SIVES OFFENTIONERS MAN MERCAL CALLEGAR CALIFORNIA COUNTY ALTORIO CO	PA GA TA SC PL HA OH	\$26 400 640 624 624 506 750	02-80 01-83 01-81 01-84 01-84 01-84 01-84 01-84	\$125,720 \$233,745 \$246,117 \$246,599 \$302,330 \$310,139 \$515,000 \$322,132 \$335,000	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6,66 6,66 0,65 0,60 6,60 6,60 6,60 6,60	0.00 0.00 0.00 0.00 6.00 0.00 0.00 0.00	6,50 1,00 0,00 0,50 0,50 0,50 0,00 0,00	0.50 0.00 1.60 0.50 0.50 0.50 1.60 0.50	0.60 0.60 0.60 0.60 0.60 0.60 0.60 0.60	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
	法法法法法法法法法	SOUTHER FIELD HENNY COUNTY SEEN ELY COUNTY OPERSYLEENES SIVES GRESTYLEENES SIVES	PA PA PA PA PA PA PA PA PA PA PA PA PA P	\$26 400 840 844 824 824 826 826 826 826 826 826 826 826 826 827	02-80 01-53 01-61 01-63 01-84 01-84 01-32 01-34 01-34	\$125,720 \$233,745 \$246,117 \$246,599 \$302,380 \$310,139 \$315,000 \$22,132 \$335,000 \$345,357	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6.00 6.00 0.00 0.00 0.00 6.00 6.00 6.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6.50 1.00 0.00 0.50 0.50 0.50 0.00 0.00	0,50 0,00 1,60 0,50 0,50 0,50 1,60 0,50 1,60 0,50	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
	经连接经济经济法律法律	SOUTHER FIELD SERVICENT COUNTY SERVICENTS SOUTHER SPECIFICATION SPECIFIC	网络外发花孔 网络拉克斯	\$20 400 FHT FAV 024 \$20 760 FTS 444 374 866	02-50 61-53 61-62 61-63 01-84 01-84 01-84 01-86 01-86 01-80 01-83	\$125,720 \$235,745 \$146,117 \$246,579 \$302,330 \$310,139 \$315,000 \$22,132 \$355,000 \$345,557 \$406,000	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6,00 6,00 9,60 9,60 6,00 6,00 6,00 6,00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6.50 1.00 0.00 0.50 0.50 0.00 0.50 0.00	0,50 0,00 1,00 0,50 0,50 0,50 1,00 0,50 1,00 0,50	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
	医医德格氏氏性性性性	TOUTHER FIRST STEPS COMMITTEE FOR THE FOR THE COMMITTEE FOR THE FOR THE FOR	PA TH TH TH TH TH TH TH TH TH	\$26 400 FHT FAV 024 \$26 750 FFS 444 874 866 YV	02-50 61-53 61-62 61-63 01-64 01-64 01-64 01-64 01-64 01-64 01-64 01-63 01-63	\$125,700 \$233,745 \$244,117 \$244,599 \$302,380 \$310,139 \$315,600 \$322,132 \$335,440 \$447,566	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.60 0.00 0.00 0.00 0.00 0.00 0.00 0.00	6,00 0,00 0,00 0,00 0,00 0,00 0,00 0,00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6.50 1.00 0.00 0.50 0.50 0.50 0.00 0.50 0.00	0.50 0.00 1.00 0.50 0.50 0.50 1.00 0.50 1.00 0.50	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
	法法法法法法法法法法法法法法法	SOUTHER FIRES HENNY COUNTY OFFER THE COUNTY OFFER THE SOUTHER SOUTHER OFFER THE SOUT	网络林克尼尼山西亚亚 医阿勒氏征	\$20 400 FHT 500 024 \$20 520 760 774 800 YY \$30	02-80 61-53 61-53 01-94 01-84 01-84 01-84 01-86 01-80 01-80 01-80	\$125,700 \$33,745 \$146,117 \$246,599 \$302,380 \$310,139 \$315,000 \$322,132 \$35,000 \$345,357 \$407,666 \$425,040	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.60 0.00 0.00 0.00 0.00 0.00 0.00 0.00	6,66 6,66 6,66 6,66 6,66 6,66 6,66 6,6	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.50 1.00 0.50 0.50 0.50 0.00 0.50 1.00 0.50	0.50 0.00 1.60 0.50 0.50 0.50 1.60 0.50 0.50 0.50	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0
	总统总统线线线线线线线线线线线线线线线线线线线线线线线线线线线线线线线线线线	SOUTHER FIELD HEND CONTINUENTS SETS ELY CONTINUENTS SPESSY (SENS SOUTES SOUTHER SOUTES SOUTHER SOUTES SOUTHER SOUTES SOUTHER S	网络外发花形瓣 化进口电阻	\$20 400 640 624 624 624 626 760 774 866 874 860 874 860 874	02-80 61-53 61-63 01-64 61-64 01-64 01-64 01-64 01-63 01-63 01-63 01-63 01-63 01-63 01-63 01-63 01-63 01-63	\$125,720 \$233,745 \$246,117 \$246,599 \$302,330 \$310,139 \$315,000 \$322,132 \$355,000 \$345,357 \$400,000 \$417,606 \$425,043	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.60 0.00 0.00 0.00 0.00 0.00 0.00 0.00	6.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6.50 1.00 0.50 6.50 0.50 0.50 0.50 0.50 0.50 0	0.50 0.00 1.00 0.50 0.50 0.50 1.00 0.50 0.5	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0
	总统保险保险保险法法法保证法法法法法	SOUTHER FIELD HEND COUNTY FEED TO CO	网络林克尼尼山西亚亚 医阿勒氏征	\$20 400 FHT Rec 024 \$00 700 FRT 800 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00	02-80 61-53 61-52 61-54 61-54 61-54 61-54 61-56 61-53 61-53 61-53 61-53 61-53 61-53 61-53 61-53 61-53 61-53	\$125,720 \$233,745 \$234,117 \$244,599 \$302,530 \$310,139 \$315,000 \$322,132 \$355,000 \$340,000 \$477,666 \$425,000 \$477,660 \$521,120 \$521,120 \$521,120 \$521,120 \$521,120 \$523,420	0,60 0,00 0,00 0,00 0,00 0,00 0,00 0,00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6.66 6.66 6.66 6.66 6.66 6.66 6.66 6.6	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6.50 1.00 0.50 0.50 0.50 0.50 0.50 0.60 0.50 1.66 0.01 0.60 0.55	0.50 0.00 1.00 0.50 0.50 0.50 0.50 0.50	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0
	超线线 医线线 医格拉氏线 医电子性 法法律 医	TOUTHER FIELD TOUTH COUNTY T	1993年 1994年 1994 1994	\$20 400 FHT Sub- 024 \$00 700 FRT Sub- 700 FRT Sub- 800 FRT Sub- 800 800 800 800 800 800 800 800 800 80	02-50 61-53 61-53 61-61 61-64 01-64 01-64 01-64 01-62 01-63 01-63 01-63 01-63 01-63 01-63 01-63 01-63 01-63 01-63	\$125,720 \$233,745 \$246,117 \$246,599 \$302,330 \$310,139 \$315,000 \$322,132 \$355,000 \$347,506 \$417,606 \$427,040 \$520,402 \$536,007 \$520,402 \$536,007	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	6.50 1.00 0.50 0.50 0.50 0.50 0.60 0.50 0.60 0.50 0.5	0.50 0.00 1.00 0.50 0.50 0.50 1.00 0.50 0.5	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
	超线通道线线接接通过线线 医外线试验 路通	SOUTHER FIELD FERNING CONTINUENTS CONTINUE	网络拉克尼亚 电线电阻 医二甲甲基苯二甲甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲	\$20 400 FAT 500 024 500 760 760 \$30 \$30 \$40 \$40 \$40 \$40 \$40 \$40 \$40 \$40 \$40 \$4	92-50 61-53 91-54 91-54 91-54 91-54 91-54 91-54 91-52 91-52 91-52 91-52 91-52 91-52 91-52 91-54	\$125,700 \$236,745 \$246,117 \$246,599 \$302,330 \$310,139 \$325,430 \$325,430 \$447,506 \$425,440 \$427,440 \$526,440 \$526,440 \$526,440 \$526,440 \$536,440 \$546,690	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	6.00 6.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6,66 6,66 6,66 6,66 6,66 6,66 6,66 6,6	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	6.50 1.00 0.50 0.50 0.50 0.60 0.50 1.66 0.01 0.50 1.66 0.01 0.50	0.50 0.00 1.00 0.50 0.50 0.50 1.00 0.50 0.5	0,000 0,000	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0
	超 医 医 医 医 医 医 医 医 医 医 医 医 医 医 医 医 医 医 医	SOUTHER FIELD HEND CONTINUENTS CONTINUENTS SIVES CRESTIVISENTS SIVES HENDELT CONTINUENTS CRESTIVISENTS SIVES HENDELT SIVES CRESTIVISENTS CREST	经销售 医乳乳蛋白 电自身 医苯二甲甲基异丙基	\$20 403 FRT 566 CEH 512 512 513 513 514 515 615 615 615 615 615 615 615 615 615	02-50 61-53 01-53 01-64 01-54 01-54 01-54 01-54 01-50 01-50 01-50 01-50 01-52 01-54 01-52 01-54 01-52	\$125,700 \$236,745 \$246,117 \$246,599 \$302,380 \$310,139 \$315,600 \$323,132 \$335,600 \$447,666 \$425,043 \$477,666 \$425,043 \$525,422 \$535,600 \$525,425 \$535,600 \$525,425 \$535,600	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	6.00 6.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6, 66 6, 66 0, 69 0, 60 0, 60 0, 60 0, 60 0, 60 0, 60 0, 70 0,	0,40 0,00 0,00 0,00 0,00 0,00 0,00 0,00	6.50 1.00 0.50 0.50 0.50 0.50 0.50 0.60 0.50 0.60 0.50 0.60 1.60 0.60 1.60 0.60 0.60 0.60 0.6	0.50 0.00 1.00 0.50 0.50 0.50 1.00 0.50 0.5	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0
	超线通道线线接接通过线线 医外线试验 路通	SOUTHER FIELD HEND COUNTY FEED TO CO	经验证证证证证证证证证证证证证证证证证证证证证证证证证证证证证证证证证证证证	\$20 400 FHT 500 520 520 520 520 520 520 520 520 520	02-80 01-83 01-84 01-84 01-84 01-84 01-84 01-84 01-84 01-83 01-83 01-83 01-83 01-84 01-84 01-84 01-84	\$125,720 \$233,745 \$246,1577 \$246,579 \$302,330 \$310,139 \$315,000 \$322,132 \$335,000 \$345,537 \$400,000 \$417,606 \$425,001 \$477,040 \$525,427 \$536,607 \$547,524 \$558,607 \$558,607 \$558,607	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	6.00 6.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	6.50 1.00 0.50 0.50 0.50 0.50 0.50 0.50 0	0.50 0.00 1.00 0.50 0.50 0.50 0.50 0.50	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.00	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0
	经共享经济经济法律 医阿尔特氏试验 医医疗法	TOUTHER FIELD THE COUNTY THE	经证据 医巴巴曼氏征 医克里曼氏征 医克里曼氏征 医克里曼氏征 医克里曼氏征 医克里曼氏征 医克里曼氏征 医二甲基甲基氏征 医二甲基氏征 医二甲基氏征原生性原生原生原生原生原生原生原生原生原生原生原生原生原生原生原生原生原生原生	\$20 403 FRT 566 CEH 512 512 513 513 514 515 615 615 615 615 615 615 615 615 615	02-50 61-53 01-53 01-64 01-54 01-54 01-54 01-54 01-50 01-50 01-50 01-50 01-52 01-54 01-52 01-54 01-52	\$225,720 \$233,745 \$246,117 \$246,599 \$302,330 \$310,139 \$315,000 \$322,132 \$335,000 \$417,696 \$427,000 \$417,696 \$427,000 \$529,422 \$529,422 \$529,422 \$529,422 \$529,422 \$520,422 \$52	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	6.00 6.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6, 66 6, 66 0, 69 0, 60 0, 60 0, 60 0, 60 0, 60 0, 60 0, 70 0,	0,40 0,00 0,00 0,00 0,00 0,00 0,00 0,00	6.50 1.00 0.50 0.50 0.50 0.50 0.50 0.60 0.50 0.60 0.50 0.60 1.60 0.60 1.60 0.60 0.60 0.60 0.6	0.50 0.00 1.00 0.50 0.50 0.50 0.50 0.50	0.00 0.00	0,000 0 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,00
	各特德德族特殊法法法特殊法律法法律法法律法法法法	SOUTHER FIELD HEND COUNTY SETS ELY COUNTY SPESSY (SEH-B. SLYES GRESTY (SEH-B. SLYES HENDELLAND (SEH-B. SLYES FERSENCE HAN) GRESTER (SEH-B. SLYES FERSENCE HAN) GRESTER (SEH-B. SLYES GRESTER HAN) GRESTER (SEH-B. SLYES GRESTER HAN) GRESTER HAN) GRESTER HAN GRESTER HA	经存在 医疗 医垂体 医多种 医二甲基苯酚 医二甲基苯酚	\$20 40) FHT GEN \$20 50 70 70 80 80 80 80 80 80 80 80 80 80 80 80 80	00-80 01-63 01-63 01-64 01-64 01-64 01-64 01-63 01-63 01-63 01-63 01-63 01-64 01-64 01-64 01-64 01-64 01-64 01-63 01-63	\$125,700 \$236,745 \$246,117 \$246,599 \$302,330 \$310,139 \$320,132 \$335,600 \$425,000 \$447,606 \$425,000 \$427,000 \$427,000 \$520,422 \$530,427 \$540,000 \$550,421 \$55	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6.00 6.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6,66 6,66 6,66 6,66 6,66 6,66 6,66 6,76	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	6.50 1.00 0.50 0.50 0.50 0.50 0.50 0.50 0	0.50 0.00 0.50 0.50 0.50 0.50 0.50 0.50	6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0
	各特德德特特特特法特殊法律特殊特殊的法法法法	SOUTHER FIELD HEND COUNTY SETS ELY COUNTY SPESSIVIENES SIVES CRESSIVIENES SIVES HANDIAN COUNTY FORCES MAN HANDIAN COUNTY FORCES SIVENES MAN HANDIAN COUNTY FORCES SIVENES CRESSIVIENES C	网络外交配 医扁桃体红皮 医苯乙酰甲基苯酚 医皮肤	SEG ACCO PRINTS CONTROL CONTRO	00-80 01-83 01-84 01-84 01-84 01-82 01-84 01-82 01-82 01-82 01-82 01-83 01-83 01-83 01-83 01-83 01-83 01-83 01-83	\$125,720 \$233,745 \$244,599 \$202,530 \$310,139 \$315,000 \$322,132 \$335,453 \$440,000 \$425,001 \$427,045 \$425,001 \$524,422 \$536,607 \$544,555 \$544,600 \$559,412 \$586,000 \$594,114	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6,66 6,66 6,66 6,66 6,66 6,66 6,66 6,6	0,00 0,00	6.50 1.00 0.50 0.50 0.50 0.50 0.50 0.50 0	0.50 0.00 1.00 0.50 0.50 0.50 0.50 0.50	6,60 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,10 6,10 6,10 6,00	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000
	超精 电超线 经银银 医克朗 医阿特 医比伊 电通讯 医浅镜 化油	SOUTHER FIELD HEND COUNTY FRESTRIENDESSIVES GRESTRIENDESSIVES GRES	经证据 医氏乳腺的 电过度 医苯乙基甲基 建苯基苯酚酯 医毒素	SEG ACCO PRINT OF SEG ACCO PRI	00-80 01-83 01-84 01-84 01-85 01-84 01-85 01-85 01-83 01-83 01-83 01-83 01-83 01-83 01-83 01-83 01-83 01-83	\$125,720 \$233,745 \$246,117 \$246,599 \$302,330 \$310,139 \$315,600 \$322,132 \$335,030 \$417,606 \$427,640 \$427,640 \$536,040 \$53	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	6.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	6.50 1.00 0.50 0.50 0.50 0.50 0.50 0.50 0	0.50 0.00 1.00 0.50 0.50 0.50 0.50 1.00 0.50 1.00 0.50 1.00 0.50 1.00 0.50 1.00 0.50 1.00 0.50 0.5	6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00	0,000 0,000
	各特德德特特特特法特殊法律特殊特殊的法法法法	SOUTHER FIELD HEND COUNTY SETS ELY COUNTY SPESSIVIENES SIVES CRESSIVIENES SIVES HANDIAN COUNTY FORCES MAN HANDIAN COUNTY FORCES SIVENES MAN HANDIAN COUNTY FORCES SIVENES CRESSIVIENES C	网络外交配 医扁桃体红皮 医苯乙酰甲基苯酚 医皮肤	SEG ACCO PRINTS CONTROL CONTRO	00-80 01-83 01-84 01-84 01-84 01-82 01-84 01-82 01-82 01-82 01-82 01-83 01-83 01-83 01-83 01-83 01-83 01-83 01-83	\$125,720 \$233,745 \$244,599 \$202,530 \$310,139 \$315,000 \$322,132 \$335,453 \$440,000 \$425,001 \$427,045 \$425,001 \$524,422 \$536,607 \$544,555 \$544,600 \$559,412 \$586,000 \$594,114	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	6,00 6,00 6,00 6,00 6,00 6,00 6,00 6,00	0,00 0,00 0,00 0,00 0,00 0,00 0,00 0,0	6.50 1.00 0.50 0.50 0.50 0.50 0.60 0.50 0.60 0.50 1.66 0.01 0.50 1.60 0.50 1.60 0.50 1.60 0.60 0.60 0.60 0.60 0.60 0.60 0.6	0.50 0.00 1.00 0.50 0.50 0.50 1.00 0.50 1.00 0.50 1.00 0.50 1.00 0.50 0.5	6,00 6,00	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000

AVP CATEGORY — BVP NAM GRANDER (PANT) = 1.6	E STATE LOC GRANT &	PROJECT \$ \$17,212,186	_	AC-P (1,00);		COM 3.851	AT 2.56Z	GA-T 34.142	GA-P 58.72%	60V 0.381	AOTOR 0.351
	TOTAL ALLOCATED &	\$180,468,071	10	60	40	46.941.060	\$4,627,386	661.613.650	\$105.967.149	6694-108	1624.697
SerTETAL	64 4 2 05 64 1074	\$203,385,696 100,002	\$293,227 0.151	\$0 0,002	\$0 0,00%	\$6,941,030 3,412	45.797.414 2.851	\$71.034.194 34.932	\$117-723-042 57.88%	\$977.042 0.461	\$624.697 0.312

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